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THE AMERICAN

ELEVATOR AND

GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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VOL. XLVI

431 South Dearborn Street, Chicago, Ill., November 15, 1927

NO. 5

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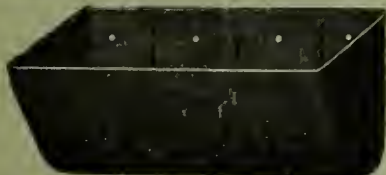
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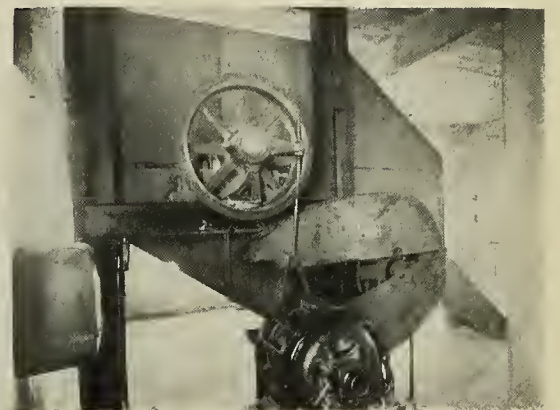
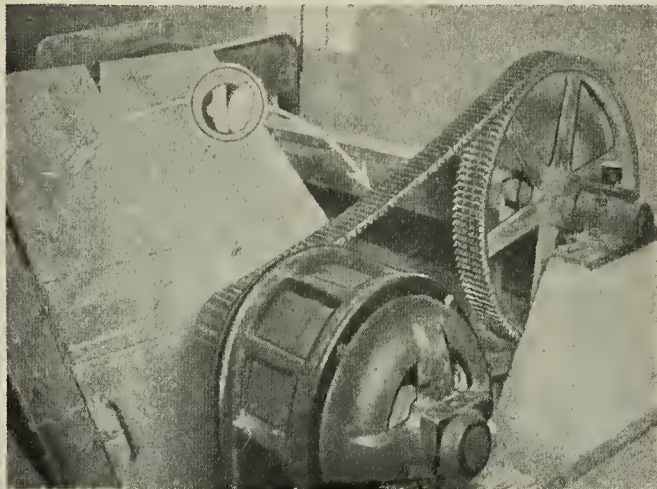
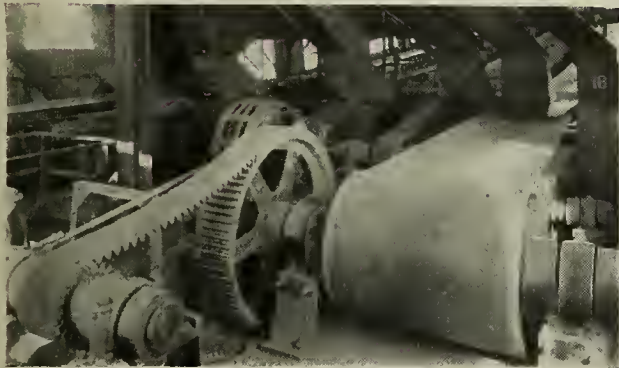
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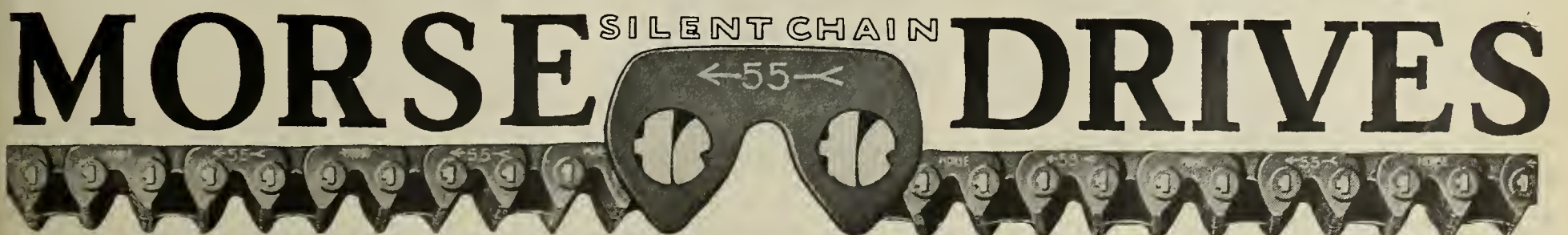
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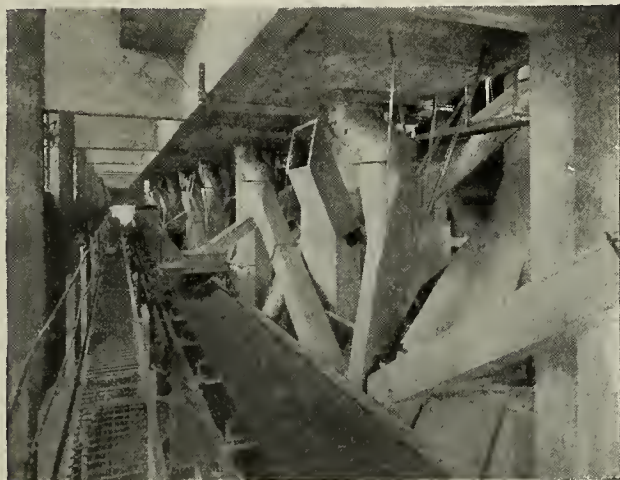
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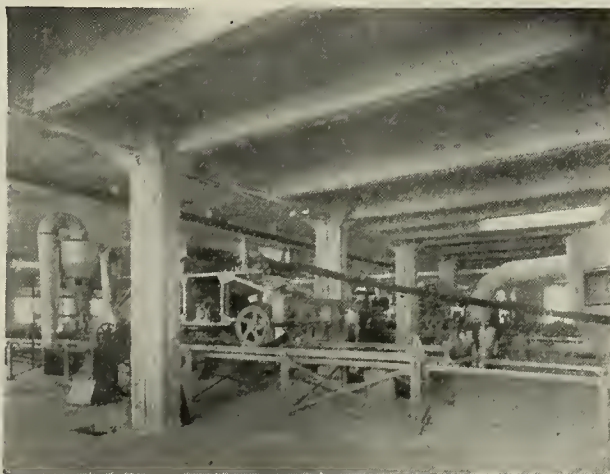
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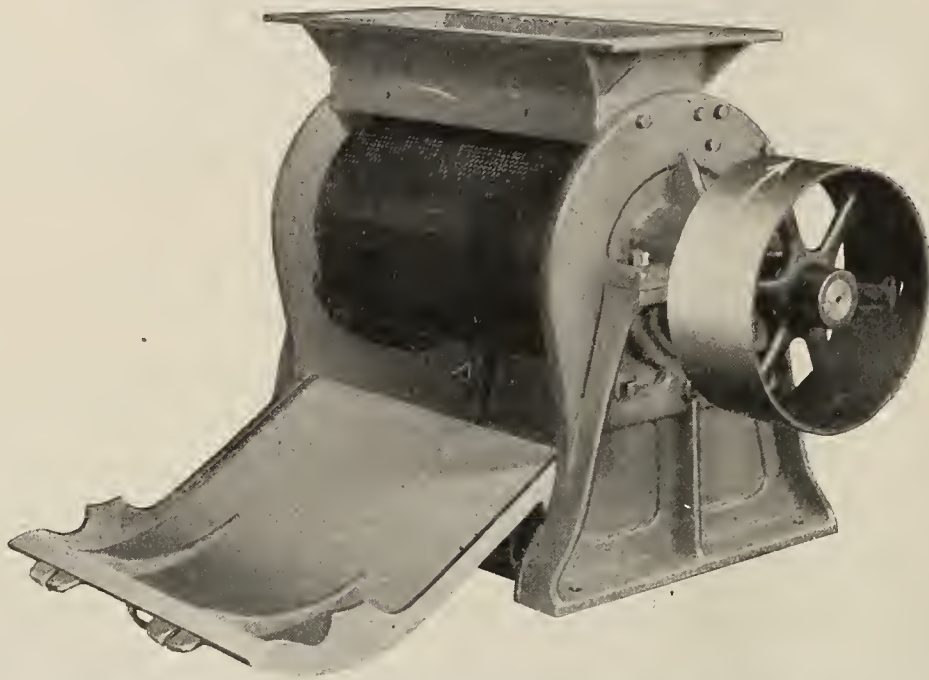
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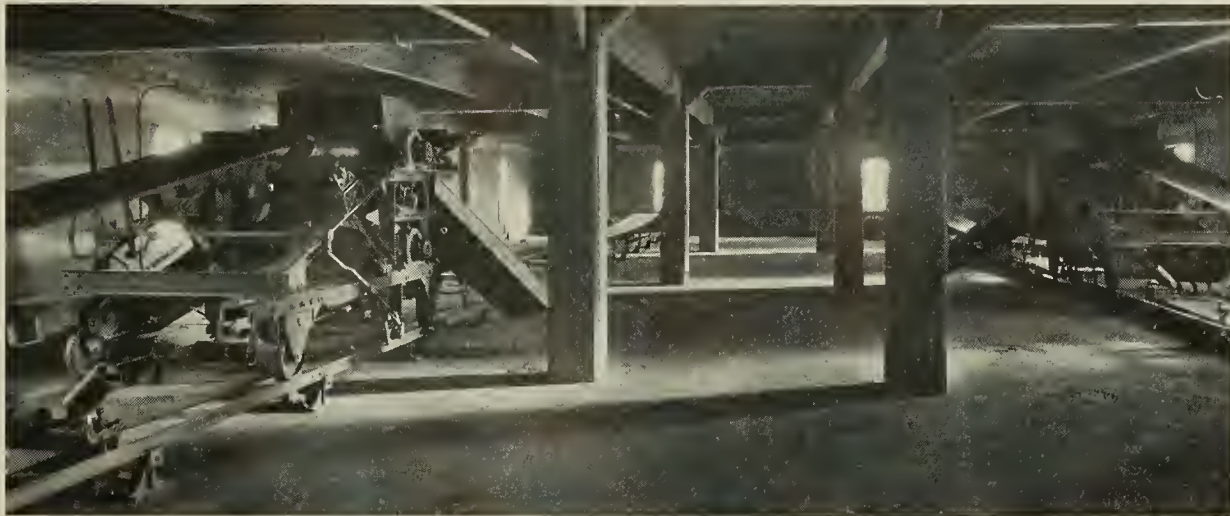
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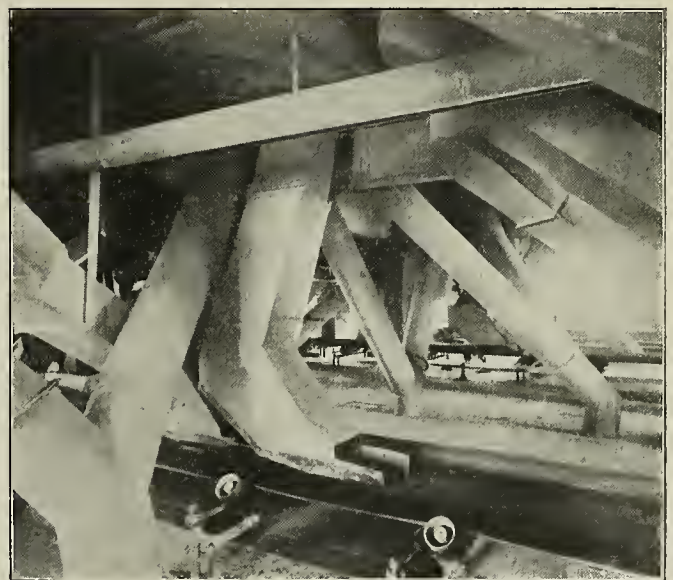
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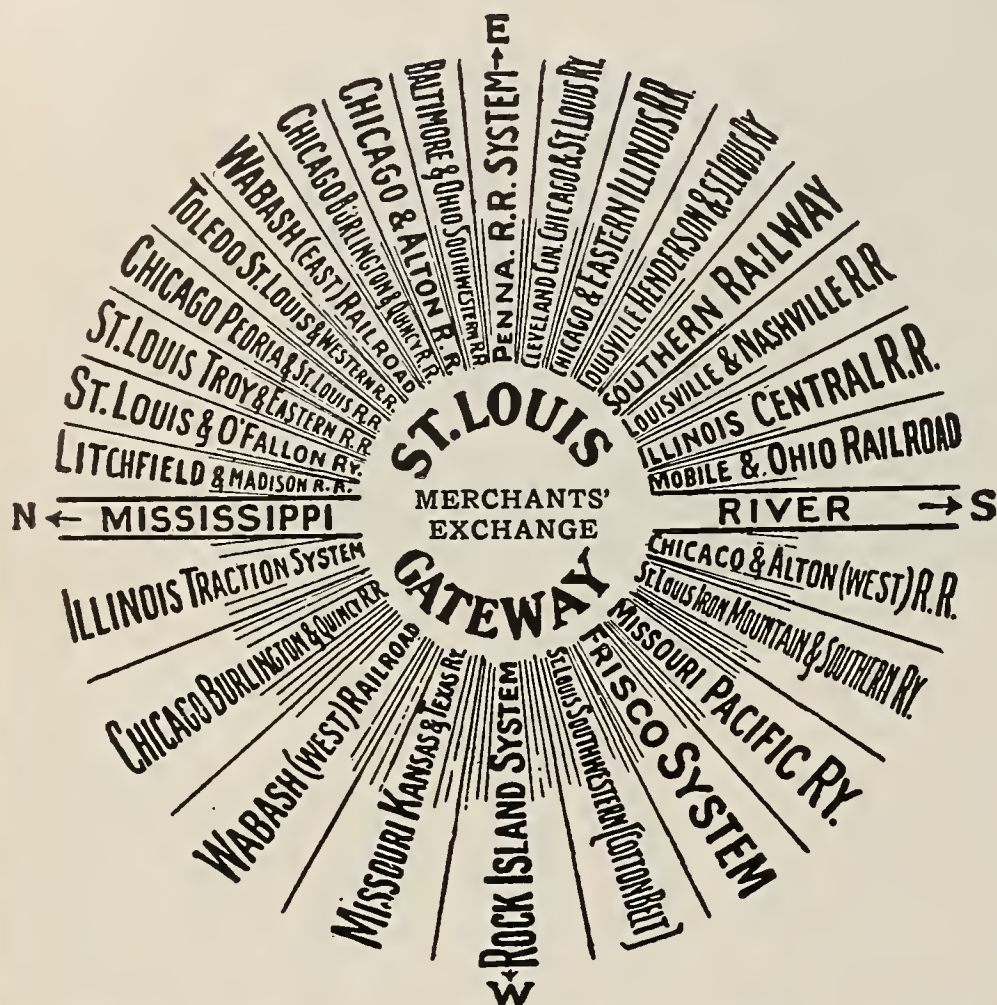
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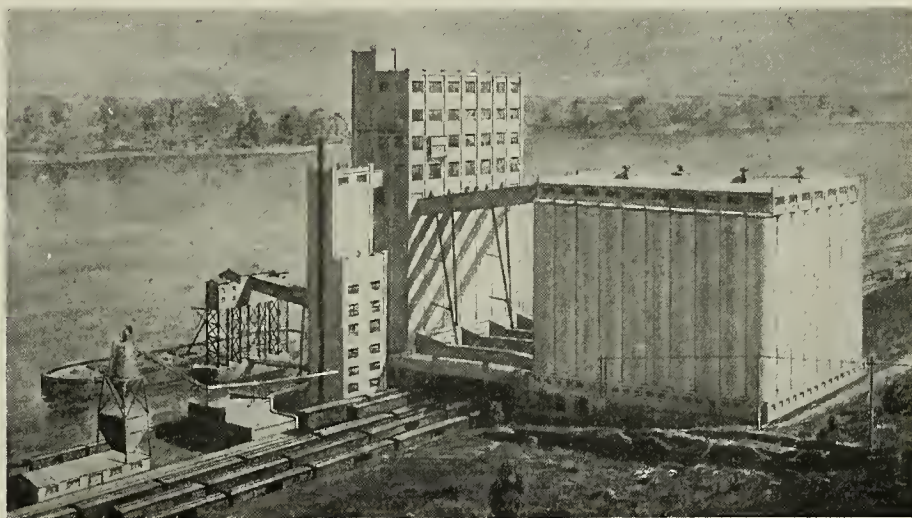
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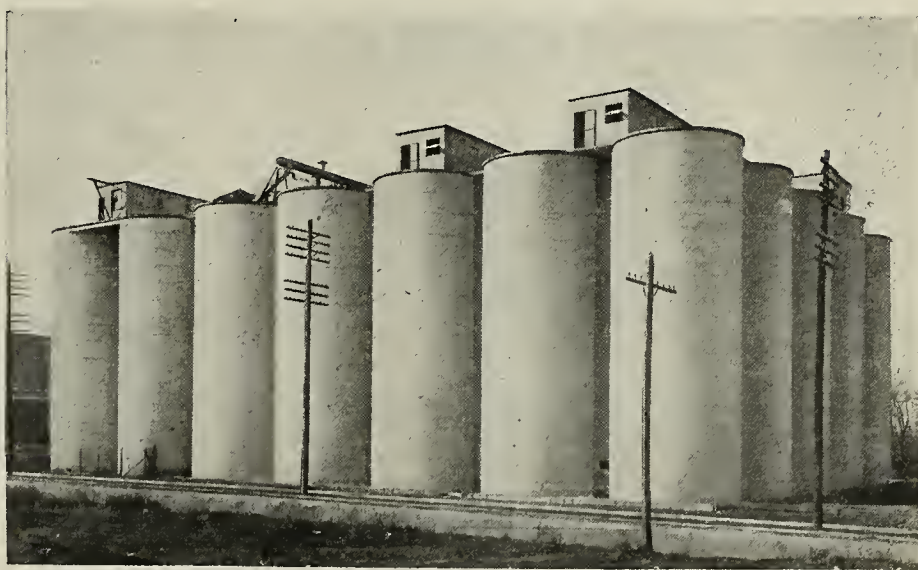
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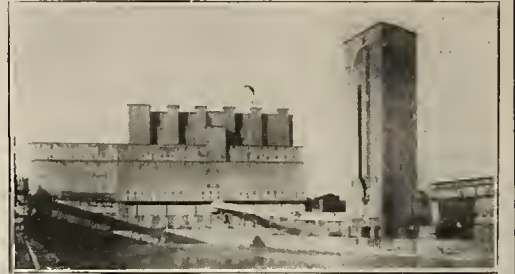
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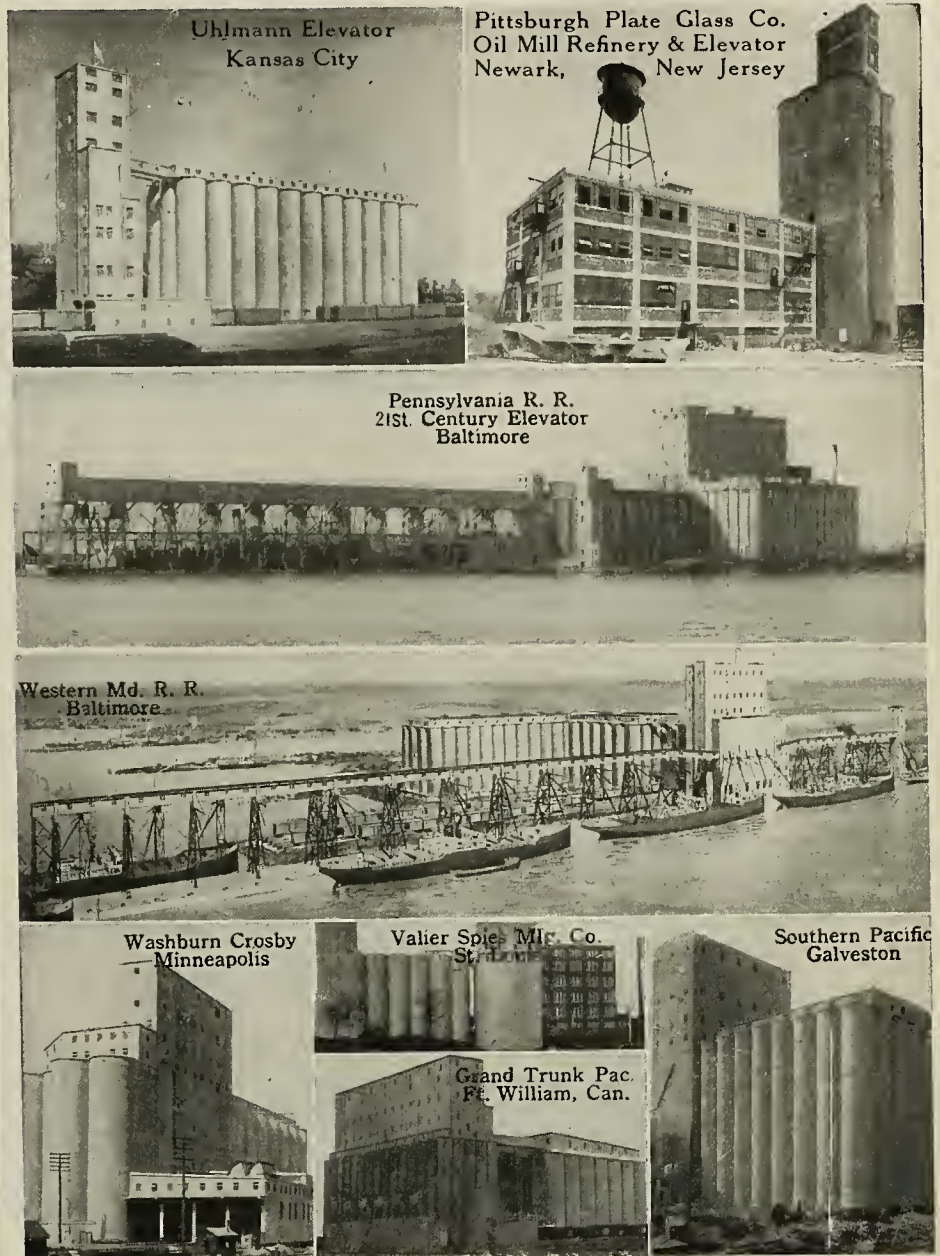
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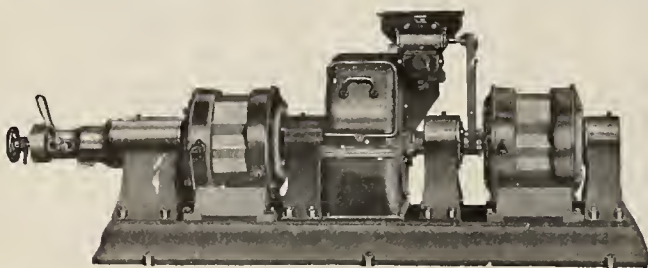
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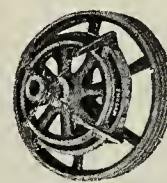
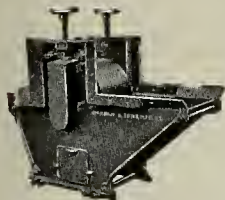
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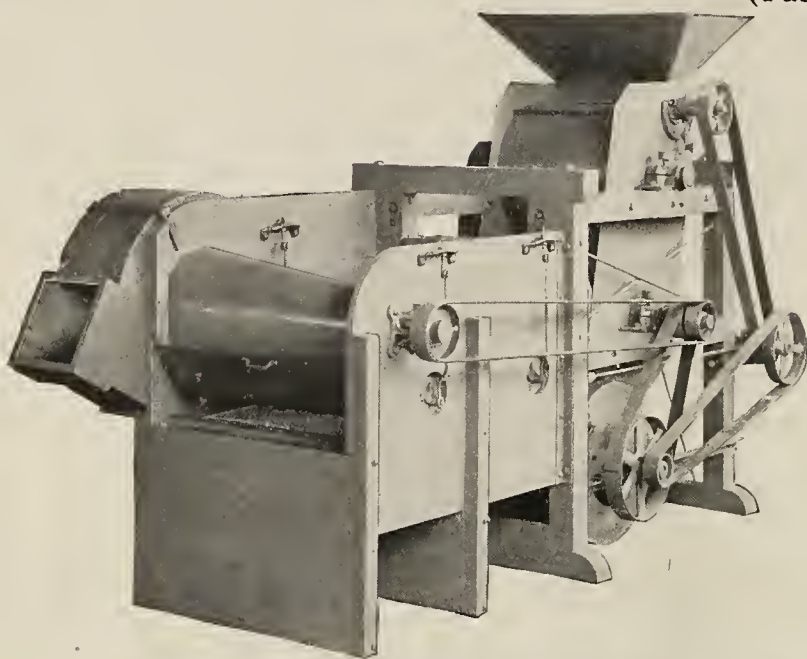
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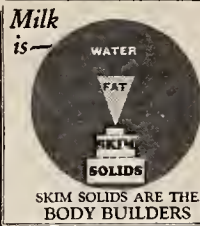
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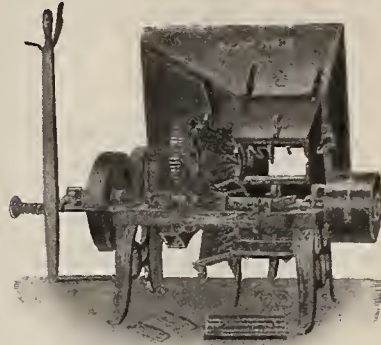
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By W. A. HENRY and F. B. MORRISON
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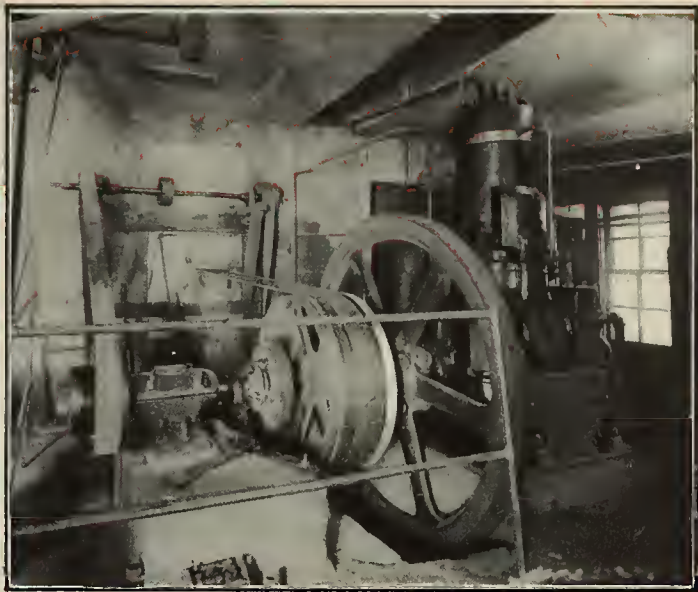
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"We visited several mills using Diesel engines and received very favorable reports. The savings were so great that we purchased a 60-hp. Fairbanks-Morse Diesel." Later in the article, Mr. Johnson makes this comparison of his former power cost, when using purchased power, and his present cost while using the F-M Diesel:

Former Cost With Purchased Power

Bbls. of flour manufactured	986
Sacks of feed ground	7,077
Cost of power	\$659.38

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(332 more barrels)
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\$207.51

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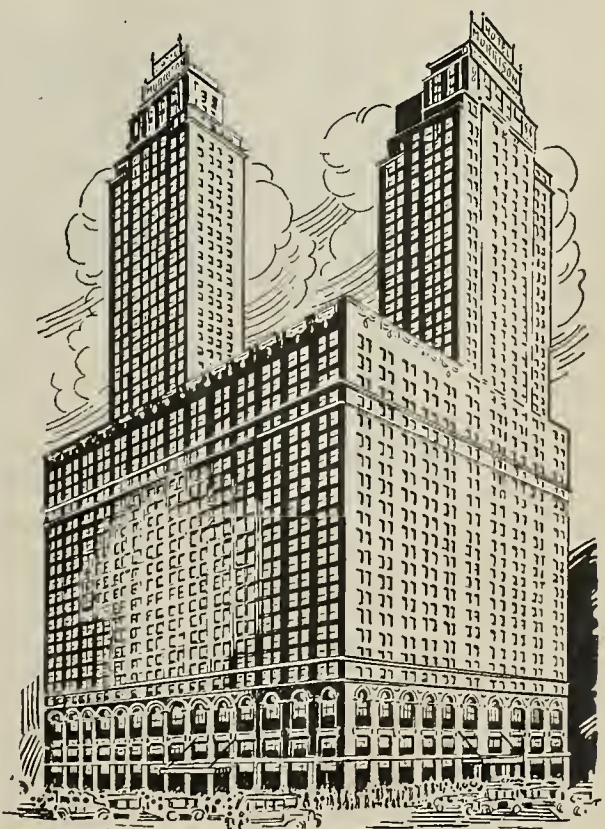
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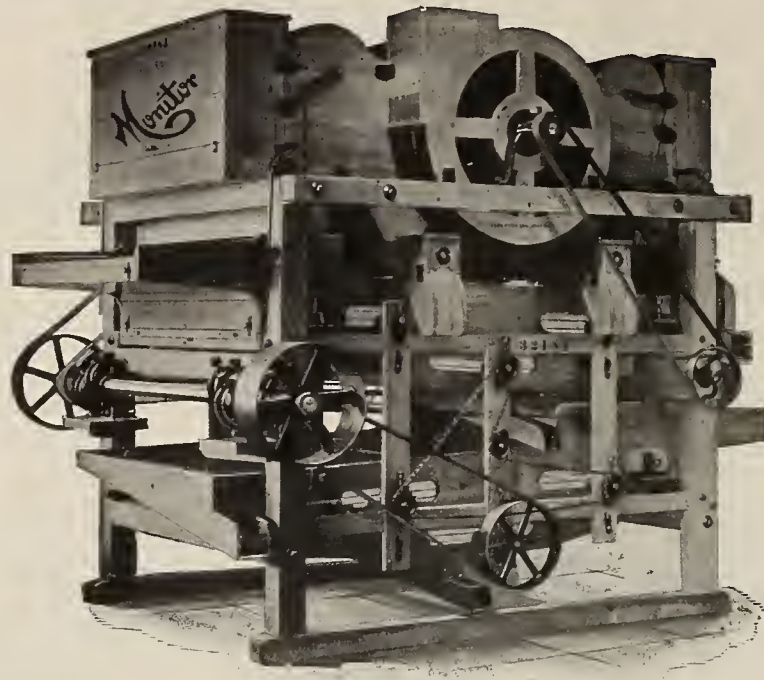
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Established in 1882.



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Established in 1882.

VOL. XLVI

CHICAGO, ILLINOIS, NOVEMBER 15, 1927

NO. 5

New Export Elevator in the East Now Operating

Port Richmond Export Elevator at Philadelphia Adds 2,500,000 Bushels' Capacity to Terminal Grain Handling Facilities on the Atlantic Coast

LATE last summer the Philadelphia Grain Elevator Company finished the construction of a complete export grain elevator plant known as the Port Richmond Grain Elevator. The plant is located on the Delaware River in the Reading Company's Port Richmond export freight terminal yards in Philadelphia, Pa.

This new, modern reinforced concrete plant was built to take the place of and improve on the facilities of an elevator which has been operating during the past 50 years at Port Richmond.

The workhouse has a storage capacity of 500,000 bushels and over 2,000,000 bushels can be stored in the circular storage bins and the interstices between the circular bins, making a total capacity of over 2,500,000 bushels. The elevator proper, also the yard space and track system, is so arranged that the storage capacity can be increased to 8,500,000 bushels or more without the necessity of enlarging the workhouse or adding to its equipment.

The elevator is located in one of the largest tidewater freight terminals in the world, covering an area of 224 acres and it has over a mile of waterfront and sufficient track to store 8,000 cars. For the exclusive use of grain cars, there have been assigned certain tracks adjacent to the elevator on which 1,232 cars can be placed. These grain car tracks are arranged so that the shifting of cars on other tracks in the yard will never interfere with the movement of the grain cars. There is space for 1,050 loaded cars, so divided that 135 cars can be placed on the elevator approach tracks ready to be inspected and picked up by the car hauls and moved to the elevator for unloading. After the cars have been unloaded, they will be moved by gravity to the empty car storage tracks which are used for this purpose exclusively.

The approach tracks are covered and the cars will be allowed to drip during wet weather before being placed over the unloading pits, thereby preventing water and dampness from getting in the grain while the cars are being unloaded.

Realizing the great advantage to grain merchants in being able to load vessels quickly and keep them moving, the elevator was designed so that grain can be handled with the utmost speed. All of the spouts on the shipping pier and throughout the elevator are large and well inclined. The draw-off

gates under the bins and under the scale hoppers have been made very large so that there are no restrictions to the flow of grain.

Owing to the weight which must be supported and the nature of the soil, the structure was placed on 10,800 piles which were driven to an average depth of 25 feet each. The workhouse is 235 feet high, 69 feet wide and 188 feet long. The storage annex is 130 feet high, 191 feet long and 182 feet wide. The weight of these structures is 110,000 tons, not including machinery and other equipment. The concrete, of which there are 50,000 cubic yards, contains 3,200 tons of reinforcing steel, 300,000 bags of portland cement, 29,600 cubic yards of sand and 38,900 cubic yards of gravel.

The work was done under the department of F. Jasperson, shipping and freight agent of the Philadelphia & Reading Railroad Company, and manager of the Philadelphia Grain Elevator Company. J. L.

bushels and the small bins a capacity of 4,400 bushels. The total storage capacity is approximately 2,500,000 bushels.

In addition to these storage bins there are 91 bins in the workhouse with a capacity of about 300,000 bushels. One of the features of the construction is that the storage capacity can be increased to 8,500,000 without any increase in the equipment or size of the workhouse.

The mix used on this job was a 1:2 $\frac{3}{4}$:3 $\frac{1}{2}$, using $\frac{3}{4}$ -inch commercial gravel, which is really a 1-inch gravel, technically speaking. Their mix was designed on a water cement ratio basis and the water content governed on the job by a slump test.

Automatic car unloaders can empty a car in six minutes. The layout is arranged for three car unloaders and two shovel pits. The track shed is 98 feet 6 inches wide and 370 feet 4 $\frac{1}{2}$ inches long. In the drier building are two complete drying units

with a capacity each of 15,000 bushels per 10-hour day.

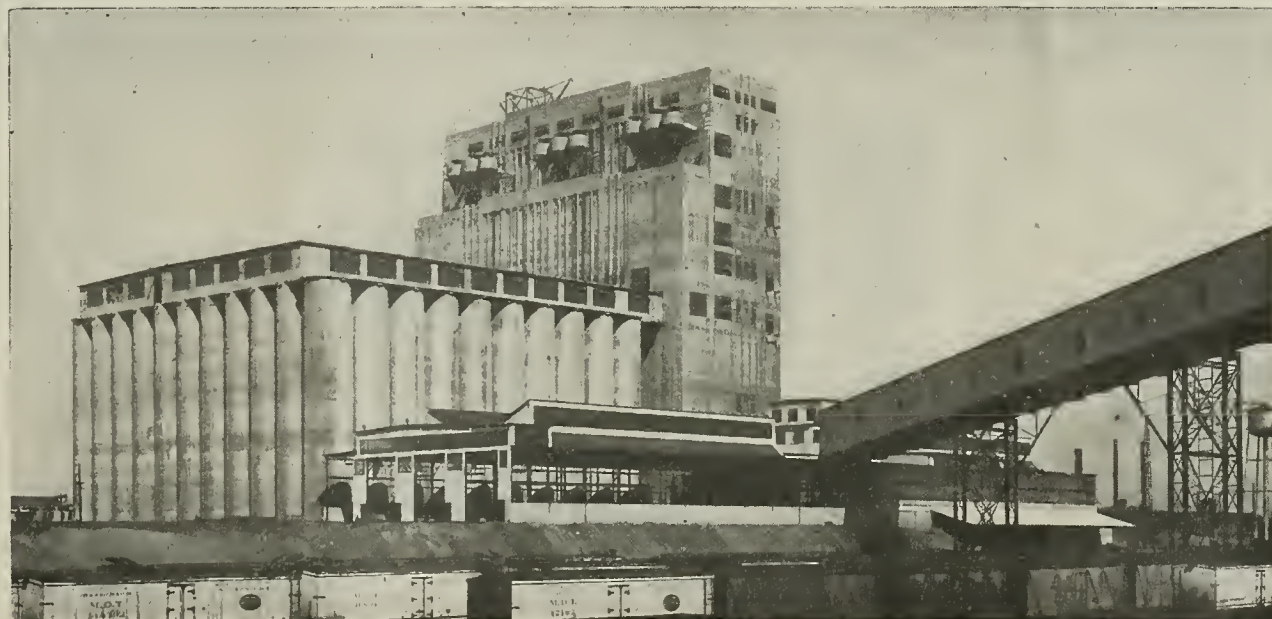
RECEIVING GRAIN

Grain being delivered to the plant is received over four tracks, three of which lead to the main car dumpers. Each dumper and the equipment for placing cars thereon is designed to handle and unload a car about every eight minutes, making it possible to unload 56,250 bushels per hour by means of the three dumpers which will be installed, assuming that there will be 2,500 bushels in each car. This capacity may not always be main-

tained throughout a day's run as some delays will occasionally occur.

In connection with each dumper there will be an auxiliary receiving pit, over which the cars will be placed after being removed from the main dumper. The grain left in the cars after leaving the dumpers and also the grain doors will be removed over these auxiliary pits, while the following car is being dumped. This arrangement makes it possible to work on two cars simultaneously and will not delay the operation of the main dumper which would be the case if the cleaning of all the grain from the cars and the removing of the grain doors were done on the main dumpers.

These auxiliary pits, known as the sweeping pits, are so arranged as to retain the identity of the sweepings and to relocate the sweepings with the main load of the car by means of a 36-inch belt



NEW EXPORT PLANT OF THE PHILADELPHIA GRAIN ELEVATOR COMPANY, PHILADELPHIA, PA.

Cozzens was assistant engineer in charge of construction. The M. A. Long Company, of Baltimore, Md., built the elevator buildings and erected the steel galleries. This work was in charge of J. S. Johnson, superintendent, and G. E. Carlstrandt, engineer of the above concern. The Fegles Construction Company, Minneapolis, designed the elevator.

A new reinforced concrete pier 800 feet long and about 100 feet wide was built by the Reading Company themselves in connection with this project. The workhouse is 233 feet 10 inches in height from the top of the foundations to the top of the parapet walls. This building is 69 feet by 188 feet in plan.

The storage bins, 110 in number, are 16 feet inside diameter and 96 feet high. In addition to these 110 bins there are 86 small bins formed by quadrants of the walls of the four of the circular bins. The large bins have a capacity of 15,400

conveyor which transfers the sweepings onto the main receiving belts.

The elevator has a No. 15 Invincible Compound Shake Double Receiving Separator, which was furnished by the S. Howes Company, Inc., of Silver Creek, N. Y.

In case bulkhead cars or bad order cars are received on the main dumper tracks, automatic shovel equipment has been provided at the sweeping pits for unloading in the usual manner at these points. The grain unloaded in this way is transferred to the workhouse over the receiving belts the same as if received on the main car dumpers.

Two additional auxiliary pits, which are known as the shovel pits, are provided on the fourth track. These pits are also equipped with automatic shovels and are for the purpose of unloading bulkhead cars, bad order cars or odd lots of grain placed on this track. One of these pits will discharge grain onto a 36-inch auxiliary belt leading to an auxiliary elevator leg in the workhouse. This pit can be operated simultaneously with all the main dumpers. The other shovel pit can be used when one of the main dumpers is not in operation as the grain from this pit is deposited on one of the main receiving belts.

After the loaded cars have been placed on the approach tracks by switch engines, they will be placed in the track shed by means of direct car hauls. Each carhaul is capable of handling 15 cars at one time. In the track shed they will be brought to rest and allowed to stand during the

with liming device attached, for the handling of smutty and off grade wheat as well as oats, were supplied by the Huntley Manufacturing Company, Brocton, N. Y.

SHIPPING GRAIN

Located in the basement under the circular storage bins are six 36-inch belt conveyors which receive grain from the bins and deliver it to the boots of six shipping elevator legs. Each of these basement belts and each of the shipping legs have a capacity of 15,000 bushels per hour.

The spouting arrangement is such that grain from 48 bins can be delivered to each of four belts and each of the other two belts can receive grain from 32 bins. After the grain passes through the shipping scales, it will be spouted to two rows of shipping bins in the workhouse or to any other bin in the workhouse for any other purpose, or to

has been carried to the shipping pier, each dock spout is so arranged that it can deliver grain to a return belt which conveys the surplus back to the workhouse where it will be delivered to one of the auxiliary legs, weighed and returned to any bin in the workhouse or storage. The shipping arrangement is entirely distinct and separated from the receiving arrangement and either operation can be carried on at any time without interference with the other.

The shipping pier is 850 feet long. There will be berths for two vessels on each side of the pier. The depth of water in each berth is 35 feet below low water. As many vessels can be loaded simultaneously as can be berthed on both sides of the 850-foot pier. There are 26 dock spouts installed, 13 on each side of the pier. On account of the weight and the large capacity of the dock spouts, each is provided with a motor for quickly moving it to its various positions. Provision is being made so that one or more additional shipping piers can be added to the equipment without making any alterations or additions to the elevator proper or without changing any of the present shipping facilities.

Included in the shipping facilities are two car loading spouts for shipment by rail.

The shipping pier is provided with a marine leg for receiving grain which has been shipped to the elevator by water. Grain from the marine leg will be carried to the workhouse by means of the same belt which is used for the surplus described above.



VIEW OF ELEVATOR SHOWING GRAIN DRIERS AND OFFICE BUILDING

the driers or cleaning machines. There are 11 shipping bins in one row and 17 in the other row. Grain from one row of these bins can be spouted to any of five belts, and grain from the other row of shipping bins can be spouted to any of three belts. There are six of these shipping belts which continued from under the shipping bins to the far end of the gallery over the shipping pier.

There are two trippers on each belt which make it possible to operate 12 dock spouts at the same time. When only one tripper on each belt is op-



WELLER SPOUTING IN THE CONVEYOR GALLERIES

inspection and the opening of the outside doors of the car. From this point the cars will be taken, one at a time, to the main dumper pits by means of car spotters running on tracks parallel to the car tracks and operated by means of endless cables. The unloading operation having been performed, the next car is then brought into position over the dumper by the spotter. Bringing this car into position over the dumper pushes the unloaded car just in advance of this one, to its position over the sweeping pit.

There are three 48-inch receiving conveyor belts running at the rate of 800 feet per minute. Each of these belts will safely carry 25,000 bushels per hour and one 36-inch auxiliary receiving belt carrying 15,000 bushels per hour. All of the conveyor belts in the plant are operated at 800 feet per minute. There are three receiving elevator legs each having a capacity of 25,000 bushels per hour. At the elevator heads there are 11 2,500-bushel hopper scales. Over each scale hopper there is a 3,000-bushel garner. The capacity of the scales makes it possible to weigh a full carload of grain in one operation. Under each scale there is a large hopper or reservoir which acts similar to a funnel and will cause a steady flow of grain in the spout or belt below as the case might be. This arrangement compensates for the intermittent operation of the scales, and assists in maintaining the full capacity of the car dumpers, elevator legs, etc. Three of the hopper scales are used principally for receiving the grain from cars. They can also be used for transferring and other auxiliary purposes. The balance of the scales are used for grain shipping and also auxiliary purposes.

Two No. 10 Monitor Scourers and Clippers, each



CAR UNLOADER IN OPERATION

erating, each belt will deliver 20,000 bushels an hour to one dock spout. When two trippers on each belt are operating, each belt will deliver 10,000 bushels per hour to each of two dock spouts. The total capacity of all the shipping belts in the gallery is 120,000 bushels per hour.

The design of the trippers is such that grain can be spouted to either side of the pier from any belt. This is the most flexible and fastest arrangement which can be obtained. Grain can leave the shipping bins by any route and can be delivered to any hatch in any vessel at the pier.

Introduced between the trippers and each dock spout is a hopper or reservoir with a capacity of 1,400 bushels. After the trimming and bagging is started in a certain hatch, the grain can be drawn from the reservoir and the belt which was used on that dock spout can fill the reservoir above and then be put on some other work while the operation of bagging is going on. If any surplus grain



WELLER TRIPPERS WITH DUST COLLECTOR ATTACHED

There is included in the equipment Hess Grain Driers, capable of drying 30,000 bushels of damp grain in a 10-hour period and bringing it to a merchantable condition. Grain is spouted direct from any of nine scale hoppers to the drying buildings. After the grain has been dried and cooled it is spouted direct to either of the two auxiliary elevator legs, thence to the scales and from the scales to any bin in the workhouse or storage.

In the grain cleaning and conditioning equipment there are six warehouse separators, two machines for removing smut from wheat and which are also used as oat clippers, two machines for separating oats and straw from wheat and one machine for separating cockle and small seeds from wheat, leaving only the perfect grains of wheat. All these cleaning and separating machines are located between bins so that grain can be conditioned without operating any of the other equipment in the plant. It is spouted from the bins above into the machines and after passing through the machines it is spouted to the bins underneath from which it is elevated, weighed and put in the shipping bins or in storage, as conditions call for.

All the bins in the workhouse as well as in the storage are equipped with a temperature registering system so that the temperature of the grain can be read at one central point at each 10 feet in the depth of each bin.

There is provided a complete laboratory for the use of Federal and commercial exchange inspectors.

The plant is entirely electrically operated. There are about 165 motors, ranging in power from 200 horsepower down. The connected load is about 6,000 horsepower. Each motor can be

stopped from several remote points in case of a spill or any other emergency.

Every precaution has been taken to eliminate fires and dust explosions. The plant is equipped with a very complete pneumatic dust collecting and floor sweep system. In connection with each fan, there is a cyclone type dust collector and all of the dust from the various dust collectors is exhausted by one relay fan which conveys the dust to a large dust collector located on the roof of a dust house separated from the elevator proper.

Regarding dust explosions: It has been quite conclusively proven that at first there is a comparatively slight explosion which commences to build up a pressure and does very little damage in itself; but this first explosion knocks down dust from ledges, etc., creating a denser cloud of dust. There will then be a succession of explosions, each one more violent than the one previous.

Why Use Shippers' Weight Cards?

Results Obtained in Terminal Market Indicate That Extra Effort and Expense Is Justified

By P. P. QUIST*

MINNEAPOLIS as a milling center receives from 1,000 to 2,000 carloads of wheat in a day during the threshing season in the Northwest, and as the daily capacity of the flour mills is less than 400 cars, the large per cent of the grain received during that time is stored in the terminal elevators. This storage wheat is weighed by the state when loaded out, and again when unloaded at the mills.

In this crosstown movement of the grain, the state, having had charge of the loading as well as the unloading weight, must assume responsibility for any discrepancies between the two weights, above the recognized tolerance in clear record cars.

It was only by adopting the shipping card system that a daily check of the scales and other equipment was possible. With a card before him, showing both the loading and unloading weights, the weighmaster can tell at a glance if the two weights are in harmony and if out of line take steps immediately to correct the trouble. The result of this system has been that thousands of cars of wheat are handled between the storage elevators and the mills with an average shrinkage of about one bushel per carload.

Some years ago the Terminal Weighmasters Association recommended the adoption of the shipping cards for use at the various terminal grain markets. While some have failed as yet to comply with this recommendation, the leading markets are today using these cards with the best results. This is especially true of such markets that had a crosstown movement of grain, whereby they could compare their own weights, but depended on the annual or at best a semi-annual scale test.

Minneapolis, being a large milling center, receives a large amount of wheat from the various terminal markets, and consequently we are in position to compare their weights with ours. It is interesting to note the improvement in weights since this system has been in use. We receive hundreds of cars of wheat from some of these markets where the difference between the loading weight and ours is less than 100 pounds per carload, when formerly the difference was twice that amount.

It has always been our practice to return the cards with our unloading record to the shipping market as soon as the cars are unloaded, which gives that weighmaster a chance to keep close check on his weighing stations. While it is true the shipping cards mean additional work for the weighing service, this extra time is well spent and appreciated by the grain trade.

We have a law in Minnesota, which reads as follows: "Every shipper of grain shall fasten upon the inside of each car shipped by him a card giving the car number and initial or other distinctive

If the pressure can be relieved after the first explosion there will be very little resulting damage. The windows, therefore, are equipped with a device which will allow them to be opened by any pressure within the building and they will remain open after the first explosion and thereby relieve the pressure and tend to prevent further explosions. These windows will remain open until man-

There is, of course, a complete communicating system connecting the essential points in the plant consisting of telephones, pneumatic ticket carriers and electric signalling devices.

The plant is also equipped with a compressed air system used for the operation of the grain gates under the scale hoppers and those under the garnerers over the scale hoppers. The compressed air piping is carried to all points throughout the plant and a connection provided near each motor for cleaning purposes.

mark of such car, the date of shipment and the exact weight of the grain in such car as claimed by the shipper. If he fails so to do the official weight shall be made *prima facie* evidence of the quantity of the grain shipped in such car."

This law has been in effect for years and is of benefit to the shipper, as it is the duty of our weighers to compare their weight with that of the shipper and if the spread is more than the recognized tolerance he must make a thorough in-



P. P. QUIST
State Weighmaster, Minneapolis, Minn.

vestigation to ascertain the cause for this difference. It is plain that such investigation, made while the grain is still in the scale hopper and the car at unloading pit, is of more value than one made later, when the circumstances surrounding the case may be forgotten. When there is no shipping ticket the state weigher has no means of knowing the amount of grain loaded by the shipper, and consequently would not be aware of a shortage.

In writing this paper, I have before me three shippers' weight cards, showing the loading weight in detail. These cars were all from one country elevator and loaded consecutively, and weighed here on different scales, no connection in unloading.

Car No. 1 showed the loading weight to be 92,270 pounds, our weight 82,480 pounds, shortage 9,790 pounds. In adding the shippers' drafts, as shown on the card, we found he had made a mistake in his addition; the correct addition showed the loading weight was 90,390 pounds, which reduced the shortage to 7,910 pounds.

Car No. 2 showed the loading weight as 82,490 pounds. Our weight of this car was 89,550 pounds, over-weight 7,060 pounds.

Car No. 3, shipper's weight was 84,450 pounds, our weight 85,260 pounds, over-weight 810 pounds.

Total over-weight in cars 2 and 3, 7,870 pounds. Deducting the over-weight from the shortage in

the first car, the difference between the shippers' weights and ours in the three cars was only 40 pounds, which proves he weighed the wheat correctly and also that his scale was correct. The trouble in this case was in not keeping correct account with his shipping bin in loading his cars. As his name and address appeared on the cards, he was advised of his mistake in adding the draft in the first car as well as the over-weight in the others, and I am sure that he will be more careful hereafter.

This close communication with the shippers through the shipping cards has brought about a much better feeling toward the terminal markets in our state and it is rarely we have any complaints regarding weights from shippers who post their weights as required by law. It seems that a person knowing his weight will be scrutinized, is more careful in his work. Our trouble is generally with the shipper who is careless in his work and ignores the law regarding loading weight cards, which law has no penalty provided for its violation.

I have been told that some shippers object to revealing their loading weight, believing that should they happen to forget to count a draft in loading, with subsequent overweight, that they would only receive credit for the amount stated on the shipping card, while if the terminal market had no knowledge of the loading weight, they would receive credit for the entire load. This feeling towards the terminal markets may have existed years ago, but I am sure it does not exist in our state today, as our records show that there are nearly as many over-weights as shortages in country shipments.

Our records show conclusively that the use of shipping cards has resulted in closer weights between terminal markets, and we also find that closer weights are possible from country elevators using the shipping card system. That being a fact, I believe that our Terminal Weighmasters Association should go on record as favoring the general use of the shipping cards, and would suggest that we recommend to the National Grain Dealers Association that this body adopt a rule requiring its membership to post a card showing in detail the loading weight in all their grain shipments.

GARFIELD CLEARS HOOVER

Secretary of Commerce Herbert Hoover had no part in the fixing of the price of wheat during the World War beyond urging upon the late President Wilson that some action must be taken to protect the American farmer, Dr. Harry A. Garfield, president of Williams College, Williamstown, Mass., declared in a letter made public October 28. Dr. Garfield, who was chairman of the committee in direct charge of the price determination, recently communicated with the surviving former members of the committee to obtain their approval of his statement.

It was explained by Dr. Garfield that the occasion for the determination of a fair price arose from the fact that the allied governments had consolidated their buying agencies into one hand and, through this buying power over the surplus, controlled the price of American wheat.

POOL CLOSES BOOKS; DEFENDS ITS CLAIMS

No sooner had the Canadian wheat pool made final payment to contract holders on October 19, than it was drawn into a debate on the question of what the final payment of \$19,000,000 actually meant. The pool claimed to have handled 57 per cent of the wheat grown in western Canada last season, and stated the price paid to farmers was \$1.42 for No. 1 Dark Northern, and \$1.45 for No. 1 Durum, on the basis of Fort William freight tariffs.

The *Grain Trade News*, Winnipeg, immediately claimed a deduction of five cents from the pool price had been made, bringing the net price down to \$1.37.

*An address delivered October 10, by P. P. Quist, state weighmaster of Minneapolis, Minn., at the annual convention of the National Terminal Grain Weighmasters Association, in Omaha, Neb.

New Elevator Greets Kentucky Kernels

Ballard & Ballard Company Adds 1,000,000 Bushels to Storage Capacity at Louisville, Ky.

By A. W. WILLIAMS

THE finishing touches are now going on the new 1,000,000-bushel grain elevator erected by the Ballard & Ballard Company, as an adjunct to its big flour and feed mills in Louisville, Ky., and while the plant is not entirely completed, it is handling grain. Dust collectors have not been installed, or even bought as yet, and there are a number of the smaller details on which the millwrights and engineers are still working.

The Ballard & Ballard Company, known as one of the largest Soft Winter wheat milling concerns in the world, was established in 1880 as a partnership, then consisting of Charles T. Ballard and his brother, S. Thruston Ballard, operating a mill with a capacity of 50 barrels of flour per day. This was increased gradually until the capacity became 3,000 barrels of flour daily, and about 150 tons of mill and manufactured feeds, including dairy, poultry, pigeon and general stock feeds. The concern was incorporated in 1894 and its charter was renewed in 1909.

This company has proven a live organization, operating but one milling plant, at 912 East Broadway, Louisville, and maintaining 16 branches in the principal cities of the South and Southeast for sale of its products, maintaining warehouses at its various distributing points and company sales forces. The company employs approximately 456 men and women in its organization, grinds 3,300,000 bushels of wheat annually, and also uses about 650,000 bushels of wheat in mixed feeds, or about 4,000,000 bushels of wheat annually, plus quantities of corn and other grains used in poultry, pigeon and special feeds.

Up until the period of the World War, the company gave its entire attention to production of flour. The war brought about a strong demand for corn flour, cornmeal, etc., and the company purchased the old F. Raidt Corn Mills, adjoining its plant and on the same block, enlarged this plant, electrified it, and went into grinding corn products.



VIEW TAKEN AT NIGHT DURING THE CONSTRUCTION OF THE ELEVATOR

After the war, it was discovered that there was not much market for corn products, and the plant was remodeled into a feed mill, aiding the company in shipping mixed cars, thus getting solid car shipping to points which could not consume a full car of flour.

Like many mills grinding Soft Winter wheat, the Ballard & Ballard Company follows the policy of stepping into the wheat market at harvest time, and if conditions are favorable, it buys wheat freely, holding it to take care of its season run, which doesn't vary greatly. Under this policy it has always been short of storage capacity. The company had some steel tanks alongside its mills, these having storage capacity of approximately 300,000 bushels. It also had a tank and warehouse plant on Underhill Street, a couple of blocks from the mill, where wheat is carried in bulk as well as sacks. Its total owned wheat capacity was about 1,250,000 bushels. The consequence was that it was forced to secure a good deal of outside storage to

take care of its harvest season purchases of wheat. Last season it used outside storage at Louisville, Indianapolis, St. Louis and elsewhere. Such storage costs money, and if not stored in a fireproof and low insurance elevator, the insurance costs are a considerable item.

Dr. David Morton, president of the company, and his Board of Strategy, decided that the one thing that the Ballard company was in need of was storage. The matter was considered for some time, and finally contracts were placed with the Stevens Engineering & Construction Company of St. Louis, and at the close of January 1927, ground was broken for the new all reinforced concrete and steel elevator plant of 1,000,000 bushels, to be placed at the rear of the big mill yard of the Ballard & Ballard Company. It was necessary to dismantle an old garage and some other buildings to make room for the new elevator.

Located on the terminals of the Louisville & Nashville Railroad, midway between its East and South Louisville yards, the company has excellent switching facilities, and connections to all lines entering Louisville.

In construction of this plant great care was taken



GALLERY UNDER THE BINS

in making it absolutely fireproof. Not a piece of wood is used in the permanent construction, which is of all steel, iron and concrete, even the grain cleaning machines, or scalperators, being of all metal construction, something not found even in many of the most modern plants, while all metal sash and wire glass is used in openings, and all doors are of steel, those used for dust proof purposes on elevator legs closing against heavy felt, which makes them dustproof. The construction resulted in a tentative insurance rating of 21 cents on grain and 24 cents on building, and that will probably be lowered.

The new elevator occupies a plot 218 feet long, north and south, by 70 feet wide, east and west. Tanks are 105 feet high, there being 24 round tanks, each 21 feet 6 inches in diameter, with 16 interstices, and there are 23 bins in the headhouse. The workhouse is in the middle of the building, with half the tankage to either side. The workhouse rises 30 feet long and 70 feet wide, or the full width of the plant.

Tanks are placed in rows of three across and eight long, or 12 round tanks and eight interstices on each side of the work house. The plant rises 158 feet above the ground, measuring to roof, plus a 14 foot 6 inch basement, making 172 feet 8 inches in all. Tanks go eight feet into the basement.

All grain handling is on the east side of the plant. On account of short switches it was neces-

sary to feature special construction and equipment in handling cars in and out of the plant. Two switches have been laid, and a third track will be constructed shortly. Cars come under a metal covered shed, under the roof of which is a Clark Automatic Double Shovel. Wheat is unloaded to boot and from there elevated. Unloading capacity is 20 cars in 10 hours, and loading capacity about 15 cars, although this company consumes the wheat it buys, and will seldom have occasion for loading wheat out in cars. As cars are emptied they are pulled onto an American Car & Foundry Company transfer table, which pulled by car puller equipped with a five-horsepower Allis Chalmers Motor, works east or west to place the empties or loads on which ever track it is desirable to handle.

There is also a double drum Union Iron Works Car Puller, driven by a 50-horsepower Allis Chalmers Motor, this equipment being underground in concrete. Wheat as unloaded from cars goes directly into the boot, from which it is elevated to the top of the elevator. There are four legs in the workhouse, three of these being 2 feet 8 inches by 8 feet 10 inches, while the No. 1 leg is 3 feet by 9 feet, it being the big leg, used for receiving.



CONVEYOR GALLERY OVER STORAGE BINS

Two legs are used principally in handling from the scalperator and the No. 3 leg is the mixing leg.

The No. 1 leg is equipped with 14-inch spouting and the others with 12-inch spouting. All spouting is 14 gauge, galvanized and was supplied by the Union Iron Works, Decatur, Ill. All legs and boots are of concrete. Rubber belting conveyor equipment, 30 inches wide is used on the horizontal conveyor belts, of which there are four in the headhouse, for handling to various tanks, and six in the basement, used in handling grain from scalperators, withdrawing from tanks, etc. The horizontal belts are approximately 220 feet in length.

Four belts of the same material, but narrower, are used in the elevator legs. The large leg uses a belt 28 inches wide and approximately 340 feet long, while the smaller legs use 24-inch belts of the same length. On all of the elevating or upright belts the speed type of Minneapolis "V" type elevator bucket, supplied by the Webster Manufacturing Company, Chicago, is used, spaced 12 inches apart and in double rows, staggered or offset so that the cups are taking grain steadily from the boot in receiving, or from garners below the scalperators. The receiving conveyor has 8 by 12 buckets and the other conveyors use 8 by 10 buckets.

The elevating conveyors running to the headhouse are driven by Allis Chalmers Motors. On the big conveyor there is a 75-horsepower motor, while the other three are of 60-horsepower. All are equipped with Falk Enclosed Gear Speed Reducers. Nos. 2 and 4 leg elevators are used for re-elevating from scalperators, and also for redistributing to horizontal conveyor belts in headhouse to tanks.

In the headhouse conveyor room there are Webster Conveyors, used for distributing to the various tanks, except those close to the elevator legs, which are spouted. Webster Conveyors are also used on the lower horizontals. Headhouse conveyors or horizontals use 15-horsepower Allis Chalmers Motors, and Falk Speed Reducers, and the lower ones use 10-horsepower motors and also Falk Reducers.

In the basement there is one screw conveyor, made by the Union Iron Works, used in receiving grain from the conveyor belts at bottom of tanks and scalperators. Another set of Union Screw Con-

veyors is to be installed later, to be used in connection with spouting wheat from the top of the elevator over to the old mill elevator. This grain will be spouted down from the top of the new elevator, across the mill yard and mill switch tracks, to the top of the boiler house, where it will be picked up by screw conveyors and carried through the mill, and taken up a leg in the old elevator plant, thus reaching bins which supply wheat in daily grinding.

Wheat that is elevated from the receiving leg is chuted down to garners directly above the 2,500-bushel Howe Automatic Scale, this capacity being considerably greater than the capacity of any car of wheat that is ever likely to be received. After being weighed, it is again chuted very quickly to garners beneath the scale, going to the Carter-Mayhew Scalpers, or Cleaners, which are of all metal construction. It is cleaned and goes to a lower set of garners, from which it is distributed to belt conveyors and re-elevated to the top of the workhouse, where it is taken up by the horizontal belt conveyors and distributed through the iron capped manholes to the various tanks.

All tanks are of the self-cleaning type, smoothly finished, and hopped so that all grain runs freely. In the headhouse there are 23 small concrete bins, 6 by 8 feet, which will be used principally for storage of corn and grain used in the feed plant.

The Webster Manufacturing Company, Chicago, Ill., furnished the trippers, conveyors, scale hoppers, tripper spouts and the take-ups. The V-buckets were supplied by the Weller Manufacturing Company, Chicago, Ill.

One of the interesting features of the plant is the Zeleny Thermometer or temperature recording room, where electrically operated equipment provides quick reading and charting of temperatures throughout the length of each of the main tanks and interstices, making it quite easy to discover any tank that is heating and enabling the workers to shift that tank.

There is no drying equipment used in the plant, although something of that kind may be used later, the method planned being to merely elevate and shift any wheat that may be moist and which shows any signs of heating. Drier equipment is not especially essential in an elevator which handles wheat, and which only handles small quantities of corn, where the corn is merely a sideline proposition.

As a result of use of individual motors in every operation of this plant there is no need of any large drive, such as used in the old styles mills, more especially those using steam power, and driving direct from pulleys. Each piece of machinery in this plant has its own individual motor. The American High Speed Chain Company, Indianapolis, furnished silent chain drives for use on the conveyors, and Falk Reducers are used on the Allis-Chalmers Motors. There is a total of 22 Allis-Chalmers Motors used in the installation, these having a total of 485 horsepower. The individual drive system is equipped with safety push buttons in addition to the central control, so that workmen can stop any conveyor if trouble occurs.

The service elevator, or manlift, was supplied by Barnard & Leas Manufacturing Company and has the conventional belting material, with handholes and foot rests, driven by an Allis-Chalmers Motor, with Falk Reducer, and using a Morse Silent Chain Drive.

An interesting feature of this plant is that it is entirely electrified, all power and light coming from central station. The Ballard & Ballard Company for many years operated a big steam power plant, having large coal unloading equipment, etc. When it purchased the F. Raidt Corn Mills during the war it fell heir to a plant that was full of worn out machinery. It junked the power equipment, and not having sufficient steam for operation of both plants, put the corn mill on central station service. This proved so satisfactory that the company later went to central station service in all departments, installing some smaller boilers and oil burning equipment to raise steam for heating purposes exclusively. This move was partly to get away from

dirt and grit about the mill yard, and thus improve the product.

On the entrance level or main floor a number of small concrete rooms were placed, in available space between structural concrete, and will be used as locker rooms for the plant workers, while there is also a nicely arranged lavatory, equipped with showers, wash basin, etc., enabling the men to leave the plant fresh and clean after a day's work. An electric telephone system has been installed throughout the plant.

H. A. Forsyth, engineer in charge and superintendent of construction for the Stevens Engineering & Construction Company of St. Louis, Mo., designers and builders, when discussing the plant said, "This plant is of the most modern type of construction that is possible, and is the last word in fireproof construction. In its construction it was designed to carry four times the load that it will ever be called upon to carry. The roof, which is of built up roofing, was designed to carry a 50,000-gallon water tank, to provide high pressure fire protection. The tank will probably be installed later. No dust collecting system has been installed, or ordered as yet, but that will also come later and is essential."



ELEVATOR OF THE BALLARD & BALLARD COMPANY, LOUISVILLE, KY.

No special fire protection features, or sprinklers have been installed, as they are unnecessary, there being nothing about the plant to burn. The only wood in evidence is in the platform of the railroad car transfer, which is outside of the plant, and on a platform in the unloading shed, upon which the Clark Automatic Shovel is located. None of this wood is within the elevator. Temporary wood steps on the manlift will be replaced with metal. All metal sash in the elevator is equipped with wire glass.

Even from the outside there are several little features which indicate quite clearly just how well this plant has been constructed and the fact that it is built to remain a long time. All doors and door casings are of all metal. Downspouts and cornice openings to downspouts are of copper, while the cornice is of concrete, protected from moisture by built-up roofing. Along the ground level, to prevent anyone from falling into the openings between tanks, heavy fencing has been placed, running up a few feet from the retaining wall of the elevator.

This plant being almost in the central business section of Louisville, in fact less than a mile from the congested district, has exceptionally good city fire department service available, there being a number of fire houses within close proximity, and good hydrant facilities are about all that is needed.

The old buildings of the company are sprinklered which makes them a good hazard also.

On account of its central location and rapid advance in property values on Broadway, the company has been considering erection of a new feed mill building, on a rear section of its property, which would release a large piece of Broadway frontage, at the corner of Broadway and Campbell Streets, which today is considered too valuable to be held for feed mill use, when some of its less valuable property is available. At the present time the company occupies a city block with its mill, feed mill, elevator, bag factory, and other equipment, but some of this land at the back of the property is not in use. It also has a couple of acres at its Underhill Street storage plant.

About the only time that main tank storage in the plant is likely to be used for corn storage will be at seasons when it is not crowded with wheat, and when corn market conditions are favorable for buying and storing corn for use of the feed plant. The feed plant is closer to the elevator than the flour mill, and grain could be chuted with comparative ease to the present feed mill. There is no bleaching, shelling, or other special equipment installed in this new elevator, as it is not needed,

other departments of the company having such equipment, located in other buildings.

The new elevator along with the flour mill, feed mill, etc., is under the management of Henry Steiger, general superintendent of the company, who has been in its employment for approximately 40 years.

Construction of this plant has been very rapid, when consideration is given of the fact that it was virtually March 1, when ground was broken, and it was one of the coldest and wettest springs on record clear up into early summer. Between June 2 and June 14, work progressed rapidly, the tanks making many feet a day, while favored by good weather. On August 10, a few thousand bushels of wheat was put in the plant, but at that time the turning equipment was not in, and it was feared that it might heat, with the result that it was September 24 before the plant was in regular use. It required 10 days to two weeks to finish up a lot of detail work inside, such as special spouting, installation of guard rails, safeguards, etc. However, eight months between breaking ground and regular use of the plant, is admittedly fast construction. An official of the company remarked that cost of the new elevator completed, figured against bushels of storage, would result in a storage cost on a capacity basis, amounting to less than 50 cents per bushel.

Frisco Plans to Double Grain Terminals

Increase of Business in Last Three Years Compels California State Harbor Commissioners to Double Capacity of Grain Terminal at San Francisco

By G. W. GEIGER

THE Board of California State Harbor Commissioners is carrying forward extensive plans to meet demands of fast-growing trade in the Islais Creek section of the San Francisco water front, reclaiming lands for more industrial sites and doubling space for operating plants. The Grain Terminal, which was built to receive and ship California grain crops, has in a few years become congested and the harbor commission has announced its purpose to double the plant as soon as possible. It was found necessary in the grain season of 1926 to check receipts of barley until shipments could be loaded in vessels chartered for foreign markets. Plans have been ordered for an additional unit to the grain terminal to be erected immediately.

The Grain Terminal was opened in 1923 for handling crops to aid farmers in marketing grain that season, and it has been successfully operated by the Islais Creek Grain Terminal Corporation, a lessee of the state, three years. Barley loaded for export totals 229,673 tons for the period. The export shipments for 1923 were 26,350 tons; for 1924, 59,171 tons; for 1925, 84,008 tons; and for 1926 to August 31, 60,144 tons. The seasonal increase from the first year to August 31, 1926, was 33,794 tons, which tells the story of growth for the Grain Terminal.

The Grain Terminal labor cost since the plant was started in operation was \$252,000, which was \$63,000 yearly distribution to San Francisco labor channels. And the business has returned to the state approximately \$7,000 monthly during the busy season.

Bulk handling of grain is being considered by the harbor commissioners, and it is planned to give the matter early attention. That improvement will

end of the present reclaimed land, the width of the tract between the walls being 800 feet. The subsoil is soft mud and it was a certainty that the rock would sink into the bottom some distance. The wall is not exposed to wave action, being located along one side of a comparatively narrow channel. It was decided, therefore, to use in the construction of the wall and the levees the native serpentine, which could be obtained in the immediate vicinity. The use of this material under a very favorable contract instead of hard rock such as is ordinarily used in seawall construction, resulted in a saving of at least \$200,000 and the results obtained have amply justified the decision.

Due to the efficient use of a "caterpillar" tractor and a scraper in pushing the material over the sides of the embankments an average of 1,300 cubic yards of material per day was placed by a fleet of 15 motor trucks.

The operation of dumping and the pushing of the material over the embankments are illustrated in the picture on this page. The loaded trucks are

the eastern section of the province. At Lamond and Travers, yields of 45 to 60 bushels were recorded and at Cummings, 54½ bushels. Oats at Mile and in other sections run 100 bushels to the acre.

Threatened shortage of labor in the prairie provinces never materialized. In Alberta, when the urgent demand came at harvest time, thousands of men left their regular jobs and went in to the field.

COUNTRY ELEVATORS RECEIVE RECORD VOLUME

The greatest daily movement of grain in the history of western Canada was recorded by Dominion officials on October 19, when farmers hauled 3,876,781 bushels of grain to prairie elevators along the Canadian Pacific Railway.

Thousands of wagons were left unloaded at darkness on that date, but the drivers kept their place in line and the transfer began again at daybreak.

SMUT STUDY CONTINUED

A renewal of investigations designed to yield information to combat the national wheat smut problem, is being made by the Bureau of Agricultural



CATERPILLAR BACKFILLER AND TRUCKS

be a great aid to western farmers and grain growers. They have always handled grain in sacks and found the cost of bags an expensive tax. On account of the high prices of sacks during the last crop season farmers have almost demanded the change to a bulking system, grain terminal operators report. Small elevators are being built in the grain sections and it is necessary to provide bins at grain receiving points to bring about the bulk handling change, so necessary to successful grain farming in California.

Work is now well under way on the reclamation project which will permit the doubling of the Grain Terminal. The work already completed includes the dredging of a trench for a rock seawall along the south side of the channel, the construction of this wall by depositing rock, the construction of rock levees along the northerly and southerly sides and the easterly end of the area to be reclaimed and the driving of bulkhead piles at the crest of these walls.

The main wall is 1,400 feet in length, extending easterly along the Islais Creek Channel from the



GRAIN TERMINAL OPERATED BY ISLAIS CREEK GRAIN TERMINAL CORPORATION, SAN FRANCISCO, CALIF.

driven to a point near the edge of the levee where the material is to be dumped. Here the loaded truck is turned around until it is in the position shown in the photograph, the "caterpillar" and scraper or backfiller being moved over to one side as shown at the right, so as not to interfere with the movements of the truck. The driver dumps his load and then drives away. In the meantime the "caterpillar" is being slowly backed toward the load of material just dumped. Just as soon as the truck has cleared away from the dumped load, the "caterpillar" driver backs the backfiller into the load of material dumped and quickly pushes the entire load to the edge of the fill and hurries back to the side of the levee in time to permit the next loaded truck to turn around and get into position to dump its load. The "caterpillar" driver handles his equipment with such facility that the trucks are seldom if ever required to wait for the backfiller to get out of the way so that they can dump their load immediately on arrival.

HIGH YIELDS IN NORTH

Fifty-thousand bushels of wheat from 1,300 acres is the record of C. S. Noble of the Noble farm near Lethbridge, Alta. On 340 acres Noble averaged 57 bushels to the acre.

Tremendously large yields of wheat are being reported from all parts of Alberta. One-hundred acres yielded 45 bushels to the acre at Prelate, in

Economics, Washington, D. C. Eastern elevators are being equipped with washers to eliminate smut, and bureau representatives are endeavoring to determine the number of smut spores of wheat both before and after washing at these elevators.

Stinking smut has been growing steadily worse in Maryland the past two years and special studies of this and other states seriously affected are being made, and will be published soon.

FEDERAL PRICE FORECASTS EXPLAINED

Reasons for his inaugurating and continuing a monthly price prediction service for grain growers and other agricultural producers, are set forth by Secretary of Agriculture Jardine in a lengthy bulletin lately released.

Unlike industries which have their trade associations or special agencies to render price forecasts, farmers depend largely upon their individual judgment in reckoning price trends. To supplement that individual judgment, says Mr. Jardine, the monthly price situation statements are offered. Forecasts are made on everything from butter to wheat.

Buyers for the War Department have consulted Department economists as to the proper time to buy feeds and other evidence is at hand, asserted the Secretary, to prove the need for and the popularity of the service.

THE FARMER AND THE GRAIN
DEALER

At the annual convention of the Grain Dealers National Association a resolution was adopted declaring a specific policy with reference to helping the farmers. It will be remembered that H. I. Baldwin, of the H. I. Baldwin Grain Company, Decatur, Ill., was a member of the committee which framed resolutions and was the instigator of a certain trend of thought which was embodied in the resolution on this subject. He has since added a few comments, and contributed an article to *The Russell Review*, New York, elaborating on his views. The resolution adopted by the grain dealers read as follows:

We favor a national agricultural policy which will include:

1. Lower rail rates on feed grains and grasses, which are largely consumed by farms in widely separated domestic localities, even if such concessions must be made up by higher rail rates on other merchandise and commodities.
2. Rapid commercial development of inland waterways and approaches to ocean trade routes.
3. Adequate tariff protection on farm products which are, or might be produced in the United States in sufficient quantities to supply the domestic market, but which must now compete with foreign products



H. I. BALDWIN

or substitutes for such products coming in over the tariff wall. At this time we specifically call for an increase in the tariff on corn, and the imposition of a prohibitive tariff on molasses now imported for use in the manufacture of industrial alcohol.

4. Rejection of proposals for reclamation and irrigation projects which would bring under cultivation additional farm acreage before the prospective products of such areas are needed for domestic consumption.

5. Development and utilization of water powers for the production of commercial fertilizers so much needed on our farms.

6. Closer co-operation between national government and the agricultural colleges in encouragement of use of crops and varieties of seed best suited to lands to be cultivated, to the end that production of good quality crops may be more certain and the producers' income more stable in consequence.

In commenting further, Mr. Baldwin has said:

"That manufacturers, jobbers, retailers and transportation companies have by means of their various trade organizations and through benefits derived from our tariff laws together with the employes of same through their various trade unions, been able to obtain larger returns on capital invested and larger wages for work performed than people engaged in agriculture.

LABOR HAS ADVANTAGE

"Should you compare the monthly wage of a railway freight brakeman with that of a first-class farm hand, you would have to multiply the latter by at least the figure three to produce the same

result; also you should multiply the percentage on investment paid to a non-resident owner of Illinois farm land by about two to equal the percentage earned on the same amount of money invested in a first-class railroad property.

"It is my belief that the jealousy now existing against 'big business' is largely caused by the realization of conditions above named and the fear that the situation may become more acute as time goes on, and their present willingness to grab at any promised solution, without looking any too closely into the real merits of plans proposed, arises largely from this feeling.

"Most farm relief bills that have appeared before Congress wind up with the codicil that a revolving fund of several hundred millions and a commission formed of fat salaries attached to professional farm leaders shall be created, something like Eve taking the same old rib out of your Uncle Samuel.

USE WATERWAYS

"With this situation in mind I will try to outline some things that the Government either is doing or might do in the interest of agriculture. You can very easily prove the statement that never in either the ancient or modern world have large cities or advanced civilizations existed 500 miles away from water transportation. The Ohio River has been greatly improved in recent years; barges on the Mississippi River have of late been carrying as much as a million bushels of grain per month from St. Louis to the Gulf, and this season the service is extended to St. Paul and Minneapolis.

"The St. Lawrence waterway is now a very serious subject of legislation. Some estimate a saving of as much as five cents per bushel freight on wheat exported to Europe by that route. The matter of the flood control of our large rivers promises to be a live subject for the coming Congress and will no doubt receive careful thought and the answer will, I believe, be of great benefit to agriculture.

CUT GRAIN RATES

"Many believe that lower rates of freight might well be named on the products of the farm even if this should make higher rates necessary on other commodities, per example: Fifty cents per bushel has often been the price paid the farmer for his corn at central Illinois stations in recent years, at which time it cost over half of that sum to transport that same corn to the customary markets in New England states and the southern states where same goes into consumption.

"One hears much complaint from the farmer that pressing financial obligations often force him to sell his grains on unfavorable markets. I suspect that other merchants could tell this same story. However, it might be wise for Uncle Sam to make available enough of his surplus to be loaned through national banks, which are now under government supervision and affiliated with the Federal Reserve System, with proper crib receipts for security, at a rate of interest enough above what the government pays on its own loans to pay the commissions of local banks and to cover unavoidable losses."

ELEVATORS TO MULTIPLY FOUR-
FOLD IF SCIENTIST IS RIGHT

The grain producing capacity of the United States may be taxed to within 70 or 80 per cent of its limit, and our national elevator capacity at least quadrupled in the next 73 years if estimates of Professor Griffith Taylor, Australian geographer, are borne out. He believes that by the year 2,000, the population of the United States will be 513,000,000. Meanwhile, he says, Canada will be completely settled with a total population of 179,000,000.

H. L. Mencken, in the *Chicago Tribune*, says, "Professor Taylor, despite the fanciful appearance of his figures, does not proceed by mere divination; he also presents elaborate reasons for his prognostications. The heaviest white population, he says, tends to accumulate in regions which show certain well marked and invariable characters. The average annual temperature in such regions is 53 degrees

or slightly less, with an average humidity of not more than 75 per cent. The rainfall runs to between 40 and 50 inches a year, and it is evenly distributed, with no droughts and no rainy season. If it is relatively heavy during the growing season and relatively light at the time of harvest, so much the better. All these conditions (and the condition of adequate fuel supplies for industry) are met with in the larger part of the United States.

Dr. Raymond Pearl, of Johns Hopkins University, "with cold biological caution", has estimated that the population of the United States from now on will increase but slowly, and will come to a halt at 200,000,000 by the opening of the Twenty-Second Century.

INDIANA CONCERN REBUILDS
ELEVATOR

Elevators there are of all shapes and sizes and the styles of architecture have varied considerably, due to the new conditions created by each successive step in the use of materials. From the days of wooden elevators exclusively to the present period, when there is a considerable range in the choice of material to be used, many changes have occurred both in the style of construction and the machinery available for installation in the completed house. Seldom are two houses to be found



PLANT OF THE LINCOLN (IND.) ELEVATOR COMPANY

which are alike, and seldom are the conditions under which any two country stations are operated exactly similar.

One of the newer houses down in the Hoosier state is that of the Lincoln Elevator Company, Lincoln, Ind. The company commenced its business at this location in 1919, but the original elevator burned July 30, 1926. Not deterred by this unfortunate event, the management proceeded with the erection of a new house, and the company is now operating a modern elevator on its old site. The building has direct connection with the Pennsylvania Railroad, and is provided with eight bins.

The elevator at Lincoln, Ind., is of wooden construction and is ironclad. The storage capacity is 20,000 bushels, the receiving capacity is 1,200 bushels per hour, and the shipping capacity is the same. A grain cleaner was furnished this house, a "Western", manufactured by the Union Iron Works, Decatur, Ill. There are also 23 Western Corn Shellers, capacity between 800 and 1,000.

Electricity is used to light and operate the plant, and three motors are required. One is of 20 horsepower, one 15 horsepower, and the third one five horsepower. A 20-ton truck scale was supplied by Fairbanks, Morse & Co. There is also a five-bushel automatic scale.

The chief grains handled are wheat, corn, oats, rye and soy beans. In addition, the following commodities are merchandised by the company: Coal, fencing, flour, seed, twine, fertilizer, tires and hardware. The superintendent in charge of the elevator is Glenn Allen.



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CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., NOVEMBER 15, 1927

DEMAND AND SUPPLY ON LA SALLE STREET

THE old fortress which has commanded La Salle Street for a generation is to be razed, itself a victim to the law of supply and demand which its garrison has interpreted. Bears on the demand for a new Chicago Board of Trade building, if not covered, are about to be wiped out.

By 1930, provided present time estimates work out, the Chicago Board of Trade should be housed and operating in its new quarters, skyscraping and other features of which are described and illustrated on the first page of the Terminal Markets department in this issue.

For many years the Chicago Board has deserved a better plant than the one occupied. Grain firms in Kansas City, Omaha, and other cities, meanwhile, have bought and paid for new and modern exchange buildings. What the Chicago board has lacked in promptness, though, it has made up for in the final perfection of the new home plans.

SIDELIGHTS ON SIDELINES

GROSS trading income of 50 Minnesota elevators ranged from almost nothing to over 13 cents per bushel in 1925-26. This is one of the points included in a summary of a recently concluded study made by University of Minnesota specialists. Grain trading was the principal source of income, and furnished about 60 per cent of total revenue. Sideline income was important, however, and for exactly 12 elevators out of the 50 studied,

sidelines were responsible for profits, where otherwise there would have been losses.

Profit from the sideline game is at once its virtue and its fault. The income received from sidelines keeps many an elevator concern going when, by all the rules of profit and loss in grain trading, it should be out. The free storage expert, for instance, can use his sideline profit to cover up his poor and loose business methods being applied to the main line.

Yet by the time elevator managers get together and abolish the free storage farce, the same weak sisters, we suppose, who used to give free storage will find a way out and offer feed, twine, salt, coal or whatnot in exchange for a friendly smile and continued patronage.

CONVENTION AT THE HUB

WATCH and Ward Society willing, the annual convention of the Grain Dealers National Association will be held in the Bay State capital next fall, and for three days Boston will be the hub of the grain trade universe.

Directors of the organization, in accepting the invitation of Massachusetts grain men, cut loose from a precedent of three decades' standing; the farthest point east at which a convention ever has been held is Baltimore, Md. That was 11 years ago. In 1922 the association lengthened its stride and walked in on New Orleans. Both sorties were successful. A convention always makes the grain trade of any given section association-conscious to a high degree, and there usually follows an agreeable reaction in terms of new memberships.

It is a foregone result that not so many members will attend a meeting in Boston as in Chicago, for example, which has the ever repeated advantage of central location. Cities on the rim of grain trade territory, though, when accepted as convention points, act as preventives against ingrownness, a malady which has ruined more than one association, and more (speaking mildly) than one man. The Boston convention will be as good a fall tonic as has been prescribed in several years.

TAKE IT OR LEAVE IT

DESPITE the fact that the Government report last week raised the corn crop figure nearly 500,000,000 bushels above the one current in July, there is the distinct probability that in final returns next month a substantial downward revision will be made, as husking results are unusually irregular this season. Actual yields of from five to 15 bushels per acre less than last year are common.

The November estimate of 2,753,000,000 bushels is 150,000,000 bushels greater than the October forecast, and 106,000,000 in excess of the harvest last year. That is the statisticians' story and they stick to it. Take it with a grain of salt or leave it.

For those who would leave it flat, we have dug up a small fact which may be disconcerting, thus proving our loyalty to the Govern-

ment in this crop estimate crisis. In November last year the Government estimated the corn crop at 2,694,000,000 bushels, and final returns were 2,647,000,000 bushels, a paltry 47,000,000 bushels being the margin of error.

On the basis of the present crop and farm reserves, combined with visible stocks, corn supplies in the United States for the season beginning this month, aggregate 2,885,000,000 bushels, compared with 2,853,000,000 last year. As an editorial comment on this point, we can only say that 2,885,000,000 bushels of corn is a lot of corn, even though 2,753,000,000 bushels of it still is on paper.

Production of the five grains, wheat, corn, oats, rye, and barley, aggregates 5,163,000,000 bushels, according to the November report. That is 371,000,000 bushels more than was suggested last July, 190,000,000 bushels more than the final return last year, and about 90,000,000 bushels more, as a matter of fact, than we actually will get this year after everything is said and done and threshed and husked.

FARM RELIEF—A RACKET

NO ONE knows better, we presume, than Congressman Dickinson, of Iowa, that farm relief legislation with an equalization fee clause, is a hopeless proposal. But it is that very element of hopelessness that makes farm relief one of the best of rackets for professional politicians. It has enough plausibility to get by with a gullible constituency. It is absurd enough never to get by both a Congress and president, and therefore will be an issue indefinitely. Congressman Dickinson and other farm relief racketeers know a good thing when they see it, and are making the most of it, each in his own way. The Iowa representative, for example, now in Washington, faced in the general direction of his home state the other day and spake: "There will be an equalization fee in the farm bill or an equalization fee fight in the next campaign." It is significant that plans already are being laid for the congress after next.

Senator McNary has fallen from grace with Congressman Dickinson and other 100 per cent farm relievers. President Coolidge has let it be known that the Oregon senator is attempting to draft a bill which he can sign. In other words, one without an equalization fee specification.

Should such a bill be presented, of course, the grain trade and other elements opposing unsound farm subsidies or undue paternalism, will have a comparatively easy time of it. The farm relief forces will split, racketeers on one side, McNary followers on the other, and the farmer, as usually, actually believing in the racketeers and their promise of a panacea.

Milton Whitney, 67, chief of the Soil Bureau of the United States Department of Agriculture since 1899, died November 11. He was one of the foremost experts on soils in the world, and results of his applied science have been, and will continue to be seen in the grain harvests of many sections.

EDITORIAL MENTION

Avoid trouble by making contracts specific.

The Prince of Wales has become a member of the Canadian wheat pool. This democratic gesture probably will make him more popular but no richer.

Japan's population 30 years hence will be close to 100,000,000, according to Tokyo estimates. Our grain products export trade to Japan will increase proportionately.

"Liberal feeding is one of the prime factors in profitable dairying," says a Colorado bulletin. A corollary to that is that liberal feeding means liberal buying of feeds from the elevator retailer.

The grain and hay show in Chicago this month will have more entries than ever before, and will furnish real competition for the stock show to which it is supposed to play second fiddle.

Grain driers have been drafted by Seattle port authorities to save the big run of damp wheat there. Too often driers are looked upon as emergency rather than standard equipment.

A crop of 24,321,000 bushels of flaxseed, as compared to 18,592,000 bushels last year, is given in the Government's November report. More will be heard of that in the linseed meal price quotes.

Firing of steel tanks in Nashville makes us wonder if there ever will be a fireproof elevator material worthy of the name until someone brings out fireproof grain. Heatproof corn is another idea which we offer free with each subscription.

Business picked up in the grain export line to the extent of \$22,000,000 over the preceding month, according to the Government commerce report for September, published late last month. Grain export value for the 30 days totaled \$72,671,000.

An unusually high percentage of Montana's wheat crop this year (valued at \$85,000,000) is coming into top grades by virtue of heavy bushel weights. Protein content, is lower, however, proving that the law of compensation is hard at work in the West.

The Canadian Wheat Pool now is a member of the London Corn Trade Association as well as the Winnipeg Grain Exchange. By applying for memberships, the pool has paid a compliment and tribute to the old system of trading to which its organization originally was a challenge.

Occurrence of wheat stem rust over considerable areas has caused elevator managers and their farmer followings some anxiety, and doubt commonly is expressed as to whether the Federal barberry eradication

campaign has done much good. The campaign has been going on for about 10 years, but there are still many thousands of barberry plants to be taken out. Only a finish fight will be effective and forecasting a finish date for the barberry is as futile as estimating the 1933 corn crop.

Friends of Herbert Hoover, now Secretary of Commerce, have taken pains to explain that he was "not to blame" for the price of wheat being fixed at \$2.20 per bushel in 1917 when he was Federal Food Administrator. If he was not responsible, after all, for that good piece of work, his friends would do a greater service to him in keeping quiet.

Dr. Carl C. Alsberg, director of the food research institute at Stanford University, predicts that the grain milling center of America gradually will shift to the Southwest and that on the west coast will rise "a great commodity market for the transaction of grain business." We believe that the latter prediction is a little late, considering progress at Seattle and other Pacific ports.

Recent daily records of Minneapolis grain receipts have eclipsed all former figures for corresponding periods, except for fall dates in the World War year of 1915. Prosperity born of the harvest is being felt throughout the state, for grain shipments reaching primary markets in Minnesota have ranged consistently from \$5,000,000 or \$10,000,000 per day at the height of the season.

President Coolidge wants Congress to make a "careful study" of the export debenture plan for farm relief. Under this plan, which is subsidy pure and simple, customs scrip, equal in amount to the tariff, would be given to exporters of certain grains. These exporters would then sell the scrip to importers of any sort of product who would use it to pay tariff on their imports. It is an also-ran idea of four years ago. May its headway continue to be feeble.

As penalty for not buying clean seed from elevators or other agencies, Spring wheat growers in the Dakotas and Minnesota have paid railroads about \$2,500,000 freight charges for transporting weed seeds with wheat in the past four years. The Government bulletin which submits this evidence, also puts the value of the dockage in question at \$23,000,000. There is some excuse for a farmer shipping dockage-laden grain, but none for the country station which reships it as is.

At a dinner of the London Corn Trade Association, held last month to celebrate the fiftieth anniversary of that organization, a Hollander recalled the fact that as early as 1350 King Edward III issued licenses for exporting wheat to Holland, reports *Grain Trade News*. Going back many centuries farther, it is a matter of history that open boats from Holland then used to visit England to get wheat with which to supply the Roman legions in Holland. The history of grain trad-

ing, of course, goes back to the very beginning of human society. Its development has been continuous. Every change the world has seen has been met by the necessary adjustments, and all the experience of centuries has been turned to account in making the international grain trading system the most efficient of all commodity trading systems in the world.

The maximum temperature reached by grain depends mainly upon two factors, reports an official Dominion grain research committee. The first factor named is the amount of moisture evaporated. The second is the final moisture content to which the grain is dried. The first of these affects the length of time the grain is exposed to hot air; the second governs the reduction in the cooling effect of evaporation, which at adequate moisture contents protects the grain from overheating. The evidence seems to indicate that in most cases where injury took place, it was due to an excessive reduction of moisture content. A drier is not foolproof.

Canada has produced one of her greatest wheat crops and Uncle Sam's yield is 50,000,000 bushels above the 10-year-average. But overseas the crops are poor. Not in the memory of those living have the British Isles had so discouraging a season. The German crop is below last year's; drouth and frost are believed to have reduced by a third the Australian harvest which will enter trade channels this winter. Chicago wheat prices, though, are about 15 cents under the peak of last year. Yet this is the result of domestic abundance and surely does not allow for the foreign demand which is certain to develop in the coming months. A hard winter may be ahead for the pit bears.

The Dominion pools are having a lot of trouble trying to explain to members why the checks sent out in payment for wheat do not agree with the figures published by the pool as the final payment basis, or as the total payment basis for the year. It is not much wonder that this is the case, since no sensible man could understand why a fictitious figure should be announced as the Fort William basis when the checks show that certain primary costs have not been taken account of in this figure, and that the actual basis is considerably lower. Take, for example, two out of four deductions that have to be made to arrive at the real basis of payment. One of these is carrying charges on wheat before it reaches Fort William and the other is the management costs of the provincial pools which operate between the farmer and Fort William. The manager of the Saskatchewan pool a few days ago delivered a long radio talk trying to explain that charges like these had to be deducted from the check no matter what the pool publicly stated its Fort William basis to be. There was one explanation he did not make, namely, that if the pool publicly announced its actual Fort William basis the comparison with open market prices would be still more unfavorable than it is.

W. H. TOBERMAN
St. Louis

NEWS OF THE TERMINAL MARKETS

J. C. MURRAY
Chicago

LARGE WHEAT MOVEMENT EXPECTED

Nat C. Murray of Clement, Curtis & Co., Chicago, has the following interesting comment on wheat movement, which he expects to be very large, in a recent letter:

"Large movement of wheat to primary markets, even in proportion to the size of the crop, is to be expected this season, because the crop is large in the areas where much of it normally moves to primary market, and the crop is comparatively small in areas where relatively little normally moves to market.

"Receipts of wheat at primary markets included in the Winter wheat area average only 42 per cent of Winter wheat production, and receipts of wheat at primary markets included in the Spring wheat area average 73 per cent of Spring wheat production. This year, according to Government figures, the Winter wheat crop is 12 per cent smaller than last year, but Spring wheat is 50 per cent more than last year.

"For the three years, 1922-25, Hard Red Spring represented 20 per cent of the total wheat production of the United States, but 24 per cent of the total Federal wheat inspections; Durum, 8 per cent of production and 8 per cent of inspections; Hard Red Winter, 30 per cent of production and 51 per cent of inspection; Soft Red Winter, 31 per cent of production and 12 per cent of inspections; White wheats, 11 per cent of production and 5 per cent of inspections."

FARM CONDITIONS IMPROVING

One or two nice showers this week mixed in with breezy sunny days and pretty hard frosts at night spell ideal fall days for agriculture. Wheat looks fine and most pastures still furnish good forage.

Soya bean harvest coming along, quality good, yield per acre smaller than expected; many shatter off and are left in the fields. They say that hogs will find every bean if given a chance.

A few farmers are shucking corn, more will commence Monday next, while others say November 15 an ideal time to start this year; the grains of corn curing out much faster than the moisture leaves the cobs, some corn cribbed early has shown a tendency to heat. It appears that most all of the corn crop here will cure out and be merchantable or feedable if given time on the stalk.

The movement of old corn to market is growing smaller as farm reserves diminish. We do not look for much new corn to leave the farm and appear in commercial channels from this section before December, season is some later than usual.

The reduction in interest rate on Government bonds and notes to $3\frac{1}{2}$

per cent has had the effect of turning money of prosperous farmers and investors towards investment in farm lands, which are more sought for now than earlier in the year.

There is an excellent demand for the occasional cars of oats offered from day to day.—H. I. Baldwin & Co., Decatur, Ill., letter of November 5.

NEW HOME OF CHICAGO BOARD OF TRADE

For the past eight years the grain trade of the country has been on the defensive, combatting the various wild schemes promoted by politicians on the lookout for farmers' votes, or by professional organizers promoting this scheme and that which created positions or graft that they could cash in

on. The pity of it is that the struggle is not yet ended and the present year in Washington promises to be one of the most hectic that the grain trade has had to face.

With high faith in the inherent integrity of the service performed by the trade; with deep conviction that the highly competitive trade conditions have developed the most perfect marketing system, in principle, that it is possible to bring about; and with confidence that the country at large, including even grain growers, will eventually see the truth of these statements and rise against the paternalistic and socialistic schemes that have been suggested, the Chicago Board of Trade is launching on a building project which looks far into the future.

The architect's drawing of the new Board of Trade Building in Chicago, on this page, shows the building as it will appear when the present building at the foot of La Salle Street, fronting on Jackson Boulevard, is torn down and the new structure completed. The plans in general have been approved and while some details await final O. K., the exterior will not be changed materially and the \$10,000,000 structure, 40 stories in height, will be a monument to the Board of Trade; to the architects, Holabird & Roche; and the Building Committee, consisting of Henry A. Rumsey, chairman, Joseph P. Griffin, John A. Bunnell, J. H. Jones, and Joseph Simons.

The new building will be one of the most imposing in the city and will be ideally located to make the most of its appearance. Facing it on either side of La Salle Street are the massive Illinois Merchants Bank and the Federal Reserve Bank. The sweeping vertical lines of the new Board leading to an imposing superstructure, will tower above the present structures and will dominate the entire financial district.

It is planned to make the pit especially imposing. It will be located on the third floor and will measure 165x130 feet, with the ceiling 60 feet high. There will be no columns in this huge chamber, which will contain all the trading arrangements now found in the present one.

Pilasters will extend from a marble wainscoting to the ceiling on the sides of the room. Above the windows will be an ornamental frieze depicting the purposes of the Board. An unusual treatment is planned for the ceiling, one suggestion calling for a gigantic map of the world.

There will be a monumental entrance to the building on Jackson Boulevard. The first two floors will be devoted to stores and offices of brokers. The 37 floors above the trading room will be rented for general offices. The main part of the structure is to be 22 floors high, with the tower 18 stories.

Plans call for a granite base, with the rest of the building to be of Indiana limestone to harmonize with nearby skyscrapers.



NEW BOARD OF TRADE BUILDING, CHICAGO

The present building was completed in 1884. Designed by W. W. Boynton, the structure at that time was considered the most beautiful in the city. It was one of the last major buildings to be constructed of masonry and mortar. Originally it had a tower, but this was so heavy that it weighted the building down and consequently was removed. E. Nelson Blake was president of the Board when the home to be demolished was erected. John A. Bunell is the present president of the Board.

OPEN ACCOUNTS UNDER SCRUTINY

Members of the Chicago Board of Trade Clearing House recently received the following letter:

"On and after November 1, 1927, you will kindly report to the Grain Futures Administration daily, each and every account having a net open interest in any one future amounting to 500,000 bushels of wheat, corn or oats, or 200,000 bushels of rye."

In the face of decreasing open accounts as compared with recent years, it is difficult to see the reason for this new order.

FOR WHICH WE TENDER OUR THANKS

We wish to compliment you on the report of the proceedings of the Thirty-First Annual Meeting of the Grain Dealers National Association at Omaha. It is all very complete and creditable to you and to the Association. A splendid record of the meeting and the many things accomplished.

The grain trade in general is fortunate to be able to command the services of such able talent on occasions of this kind, to the end that the record of everything done and accomplished may be so nicely preserved.—*Bossemeyer Bros., Superior, Neb.*

CINCINNATI MARKET PICKING UP

The grain business on this market has been rather slow for the past few weeks, but right at the present time it is picking up and the offerings of corn and all grains from the country have slowed down.

Red Winter wheat is in fairly good demand and is bringing a better basis. Oats are very hard to buy at country points. It looks like we will be going to terminal market to supply our wants.—*The Early & Daniel Company, Cincinnati, Ohio, letter of November 10.*

CONDITIONS FAVORABLE AT PEORIA

The situation on wheat here remains the same as it has been for some time. Very little indeed coming this way, though the few cars that reach us usually bring prices corresponding to values in other competing markets. For the past month we have had mostly very moderate arrivals of corn, just a little more than enough to supply the daily requirements of the Peoria industries. They are now using about 75,000 bushels daily and so far are confining their requirements to old corn only. Values here have been somewhat unsettled most of the time but as a rule have been about on a par with prices prevailing in other primary markets. Right now our arrivals are a little light, although, so far there is plenty of old corn coming to supply the local demand. We think it will not be long until this supply will be very much less and probably by that time the new will be moving in sufficient quantity to meet the demand.

So far we have had, during the past two weeks, several cars of new corn daily coming from scattered central Illinois points. It has been grading mostly Sample grade, with some No. 6 and an occasional car of No. 5. Nearly all of it is Yellow corn, moisture running mostly from 22 to 25 per cent, almost perfectly sound, so nearly so that an analysis of damage is not often required. We think it is perhaps the best crop of corn in quality that we have had for a good many years. While there is an occasional car moving from here and there, there does not seem to be a great anxiety on the part of the farmer to sell it now and it appears as if it would be some little time before arrivals will be large enough to meet the local requirements. Values here on the new corn have been made on a basis of drying and this does not

give us prices that are equal to some of the other competing markets.

Oats have been moving in slowly and the arrivals have been light, corresponding to those in other primary markets. Prices are just about on a par with those prevailing elsewhere. We do not regard the demand as exactly good for them, though with the light movement all have been taken care of at good relative prices. Shippers not familiar with the Peoria market may get all the information they require by writing to us.—*P. B. & C. C. Miles, Peoria, Ill.*

WINNIPEG'S NEW PRESIDENT

E. W. Kneeland, general manager of the British American Elevator Company, Ltd., who was recently elected president of the Winnipeg Grain Exchange, has been one of the strong figures in the grain trade of Canada for more than 20 years, and his wide experience will make him an exceedingly valuable executive for the Exchange.

Mr. Kneeland began his grain career in 1889 as manager of an elevator in North Dakota for the Brooks Elevator Company, but after a short time went on the road for the Duluth Elevator Company as traveling superintendent and shortly became general manager of that company which was a subsidiary of F. H. Peavey & Co.

In 1906 Mr. Kneeland was selected to go to Winnipeg as senior representative of F. H. Peavey & Co., holding the positions of general manager of the British American Elevator Company, Ltd., and also



E. W. KNEELAND

vice-president of the Port Arthur Elevator Company, Ltd., operating the largest terminal elevator then in the world, a capacity of 9,000,000 bushels.

For the last 20 years he has been an officer or director of the Winnipeg Grain and Produce Clearing Association, and at the present time is also president of that Association.

Naturally during those years Mr. Kneeland has become interested through personal holdings in several terminal companies, financial corporations and malting and brewing companies.

The Exchange is fortunate in commanding the services of a man of the varied experiences, the broad viewpoint and the excellent judgment which Mr. Kneeland represents.

CORN ESTIMATES

The four leading crop experts in the Chicago market are within 17,000,000 bushels of each other on their estimates:

	Corn Crop	Old Corn on Farms
Bryant	2,657,000,000	114,000,000
Cromwell	2,643,000,000	120,000,000
Donovan	2,640,000,000	.....
Murray	2,646,000,000	107,000,000

R. O. Cromwell, statistician for Lamson Bros. & Co., in defense of his estimate, says:

"The first preliminary estimate of the 1927 corn crop, based upon yield-per-acre estimates rather

than from condition figures, forecasts a production of 2,643,000,000 bushels, compared to the last official estimate of 2,603,000,000. An official November estimate exceeding ours is not improbable, and the difference most likely would arise from variations in reporters' ideas of the yields for silage and hogged-down corn. Last year's crop was 2,647,000,000 bushels. By leading states indicated production in million bushels follows: Ohio 112, Indiana 112, Illinois 240, Minnesota 120, South Dakota 131, Iowa 390, Missouri 165, Nebraska 275, Kansas 166."

CORN CONTINUES GOOD

The demand for corn in this market continues very good. The lower level of price has stimulated consumption, and feeding in the dairying sections throughout the East is on a very profitable basis; and so long as this continues feeding will be on a heavy scale and will increase as the weather gets colder and green pastures are no longer available. Stocks of old corn in elevators here are considerably lighter than at any time during the past two years, and for this reason an immediate demand is anticipated for new crop corn as soon as it moves in volume.

Trade in oats has been slow, due mainly to the fact that good crops of oats, barley and hay were raised in this vicinity. Stocks of oats locally are also considerably less than in former years, and the eastern sections of the country will have to bring in more oats all-rail from the West as soon as local stocks are exhausted.—*J. G. McKillen, Inc., Market letter of November 10.*

SUITS HIT ELEVATOR

Six suits, seeking damages totaling \$14,500, were filed on October 20, in the Pottawattamie County District Court, Council Bluffs, Iowa, against the Chicago, Rock Island & Pacific Railroad Company and Trans-Mississippi Grain Company.

It was charged that the new elevator on the Rock Island right of way constitutes a nuisance insofar as "obnoxious" smells emanate from it. Property owners bringing suit allege that the grain elevator has depreciated the value of their realty holdings in the vicinity of Thirty-First Street and First Avenue.

NEW COMPANY FOR CHICAGO

A newly organized grain company began business in Chicago this month. It is known as the Star Grain Company with offices at 826-7 Postal Telegraph Building. James F. Bell of Minneapolis is president of the company; P. D. McMillan of Minneapolis and L. N. Perrin of Chicago are vice-presidents; and Roland McHenry and Fred F. Breckenridge of Chicago and members of the Board will be in active control as managing directors.

The company will operate the Rialto Elevator in the Calumet district, part of the space being utilized for public storage. In addition the company will do a general business in cash grain and futures, both for domestic and foreign account.

VOLUME OF GRAIN FUTURE TRADING IN OCTOBER

The light movement of grain and the consequent falling off in hedging trades is reflected in the total volume of grain future trading in October on the Chicago Board of Trade, which was 1,367,126,000 bushels, as against 1,620,183,000 bushels in September. The October total was divided among the different grains as follows for the purpose of comparison the September figures for each grain being given in parentheses: Wheat, 722,415,000 bushels (699,249,000); corn, 549,914,000 bushels (787,448,000); oats, 60,538,000 bushels (89,585,000); rye, 34,229,000 bushels (43,901,000).

The average open contracts in futures on the Chicago Board for October, "short" side of contract only, there being an equal volume on the "long" side, were: Wheat, 90,071,000 bushels, compared with 100,156,000 in October 1926 and 80,043,000 in September, 1927; corn, 68,679,000 bushels, as against 54,427,000 last year and 69,773,000 last month; oats 36,353,000 bushels, compared with 49,162,000 the

previous year and 35,944,000 in September; rye, 10,038,000 bushels, as against 13,823,000 last year and 10,645,000 in September. The total of all open trades in October was 205,141,000 bushels.

SOUTHERN GRAIN MAN DOMINATES NEW FIELD

Present proportions of a business begun in July, 1925, at Nashville, Tenn., by G. P. Rose, of G. P. Rose & Co., as a sideline to his seed, feed, and grain trade there, make the term "Gateway To The Southeast" an inadequate one for the Big Bend State's capital city. In less than a year after its origin the dog feed manufacturing and distributing enterprise of Mr. Rose attained national recognition, and this interesting department, now in its thirtieth month, connects Nashville with every state in the union. The feed, a meat and bone meal mixture of distinctive quality, has been advertised nationally by Mr. Rose, and the carefully planned publicity still is bringing results.

G. P. Rose is a member of the Nashville Grain Exchange, Nashville Chamber of Commerce, and the United States Chamber of Commerce. The storage and feed manufacturing plant operated by the company which he controls, is one of the finest in Nashville, and occupies a valuable tract of ground not far from the capital's business center. Brick and other types of storage are available for bulk grain and an extensive line of sacked products. The new feed is manufactured in a building with over 1,500 square feet of floor space. It is reported to be a sideline possibility of merit for elevator stations located in small towns and cities, and as the business continues to expand the retail outlets



G. P. ROSE, NASHVILLE, TENN.

represented by small elevators in many sections, are not to be overlooked.

The line handled by G. P. Rose & Co., includes seeds, grain in good volume, poultry feed and remedies, plant food, digester tankage (all of these feed products obtain wholesale distribution through the Rose plant) meat scrap and bone meal of brands which, like the Rose Dog Feed, are nationally known.

GRAIN MOVEMENT LIGHT

Wheat: Movement from this section of old wheat has been practically nothing. What few cars have arrived here have been well taken care of at competitive prices with all markets. The acreage planted in wheat this fall will be considerable over last year's. The ground was in excellent condition when the wheat was put in, and the stand generally is very good. The weather has been absolutely ideal for the growing crop, having a shower every now and then, and we do not believe we ever saw wheat looking better than it is at this time of the year. We do not look for wheat prices to go off very much, in fact, we believe that wheat is going to do better, as we have exported considerable of our surplus and no doubt what little there is left for export will be well taken care of before we raise a new crop.

Corn: The movement of corn the past few weeks

has been rather light in this territory as most farmers are busy husking the new crop. Prices on old corn have held well in line with all markets, and there has been and will be as good demand for corn here right along, as industries are running at full capacity.

The Government report which was issued today again adds about 150,000,000 bushels to the preceding month and now makes the corn crop about 100,000,000 bushels more than was raised last year. While the farm reserves are somewhat less than last year, the aggregate of the new crop and the reserves make more corn in sight than we had last year at this time, while cattle and hogs are slightly less than they were a year ago.

As the future markets sold considerably lower last year than they are now selling, we look for the corn market to keep on dragging lower. The corn this year is of excellent quality and the percentage of damaged contents in the new crop is considerably lower than any crop we have raised for quite a number of years.

Oats: Movement of oats has picked up since prices have advanced some. They have been selling here at prices equal to and in many cases above all other markets. We look for a fair demand for oats to continue, and think that prices will gradually do better.—*Mueller Grain Company, Peoria, Ill., letter of November 10.*

NEW SYSTEM FOR GRAIN APPEALS

A ruling has been made by M. Schuler, Kansas City grain supervisor for the United States Department of Agriculture, which provides that in cases in which appeal is made to the Federal department for re-inspection of grain cars after they have been ordered out to buyers, the appeals will be filed until it is possible to re-examine cars at places to which they have been ordered, and in case the grain has become hot, heating, musty or otherwise out of condition, appeals will be dismissed.

This does not preclude determination of grade of grain at time of arrival at destination, as another inspection may be made at that time.

The new ruling was made necessary by the practice of ordering movement of cars at the same time the Federal appeal was filed, which made it virtually impossible to trace cars and sample them before arrival at destination.

GOOD DEMAND AT TOLEDO

Toledo receipts have been extremely light in wheat, corn and oats. However, no doubt owing to this factor we have been experiencing a good demand and what shipments are received here have been bringing fair prices.

No doubt we will see a large increase in the movement as soon as the fall work on the farms have been completed.—*J. F. Zahm & Co., Toledo, Ohio.*

CHANGES IN MEMBERSHIP

Chicago.—The memberships of the following on the Board of Trade have been transferred: Allan Logan, Raymond C. Pierce, Willard L. Curtis, Eugene Cox and Knox S. Smith. Memberships have been granted to James J. Coughlin, Ralph W. Little, John N. Sternberg, James B. Harriss and Donald Maginnis. Reported by Secretary James J. Fones.

Duluth.—Membership on the Board of Trade has been granted B. B. Davis.

Milwaukee.—Elmer F. Paetow is now a member of the Chamber of Commerce. Edward Hymers has been admitted on transfer of James Cairns, who retired from business.

Minneapolis.—M. P. Pritchard is now a member of the Chamber of Commerce, on the membership held formerly by H. B. Keith.

Philadelphia.—John R. Bennett has been elected a member of the Commercial Exchange.

Seattle.—E. A. Pierce & Co., New York, and the I. C. Sanford Grain Company, Portland, are now members on the Seattle Grain Exchange.

HIAWATHA IN OMAHA

It was appropriate that during the three days of fine Indian summer weather which nearly 1,000 grain men enjoyed when they went to Omaha last month for the G. D. N. A. convention, that a few Indians be in evidence. One Indian maiden who made herself popular in the lobby, was acting officially for the Blackhawk Grain Company, of Omaha, and dispensed Blackhawk feathers with a generous hand.

Another Omaha girl, Miss Virginia Halpine, well known singer over the radio, was costumed as Miss Hiawatha during the convention, and represented



MISS HIAWATHA

the Hiawatha Grain Company, of Minneapolis, Minn. Miss Hiawatha passed out the pencils which the Minnesota firm furnished as souvenirs for the convention.

CORN WANTED

Corn receipts here have been quite liberal, but past few days show some falling off. A better demand exists for the lower grades of Yellow corn, such as old No. 4 and No. 5 Yellow grade. Discounts on this type of grain running two cents down for each grade under No. 3 Yellow.

Lower grades such as No. 6 Musty and Sample Musty, with high damaged contents selling eight to 12 cents under No. 3 Yellow.

Consignments of old corn can be encouraged to this market at this time, as stocks are light and there is no apparent prospect of an increase in the movement of old corn.

New corn demand has been somewhat disappointing, and we do not look for an improvement until weather conditions are more favorable for transportation of it safely and also to give buyers more confidence in its keeping quality.

Oats receipts have been fair. No. 3 White oats selling here from 54 to 56½ cents per bushel, according to quality. Desirable grades of No. 2 White oats have been in good demand with 31 to 33 pound oats demanding a premium over regular No. 2 White quotation. We recommend shipments of No. 2 White oats at this time.

New ear corn has been offered here quite liberally but buyers not inclined to take hold at any price. This condition will remain the same until we have a change in weather to enable buyers to properly care for it upon the receipt of their shipments.

We would not under circumstances encourage consignments of new ear corn to this market at this time, as there is no demand for it.—*Harper Grain Company, Pittsburgh, Pa., letter of November 10.*

TERMINAL NOTES

James E. Cairns has retired from the firm of Jackson Bros., Chicago, Ill.

W. H. Colvin has retired from the firm of Colvin & Co., Chicago, Ill., and is now registered for his own account.

Certificates of membership on the Baltimore Chamber of Commerce have been reduced to \$5. The dues are still \$30.

B. McCracken & Son of Pittsburgh, Pa., have dissolved the partnership and the business of the old firm has been closed.

Application has been filed by W. P. Bell & Co., grain, feed and hay dealers of Nashville, Tenn., for a charter of incorporation.

On November 7, two memberships on the Chicago Board of Trade sold for \$7,000 and \$7,200. One sold on November 4 at \$7,000 net to the buyer.

The E. J. Feehery & Co., has been organized by E. J. Feehery and William B. Page, Chicago, Ill., with offices at 907 Postal Telegraph Building.

Wm. C. Jacob, Robert J. Whyte, Adam J. Riffel have organized as Wm. C. Jacob & Co., and have offices at 3 Board of Trade Building, Chicago, Ill.

James B. Harriss who was formerly registered for own account on the Chicago Board of Trade, is now registered for Harriss, Whitaker & Co., Wilson, N. C.

S. P. Steed is now associated with the Garmon Grain Company of St. Louis, Mo. He was until October 1 connected with the Nanson Commission Company.

A contribution of \$200,000 was made by James A. Patten, Chicago grain broker, towards the new \$1,000,000 Y. M. C. A. building to be erected in Evanston, Ill.

The by-laws for the new warehouse corporation to handle the contract grain in Chicago, have been approved by the Board of Directors of the Chicago Board of Trade.

T. M. Logan and William R. Logan were expelled from the Merchants Exchange of St. Louis in connection with the recent insolvency of the Logan Grain Company.

John O. Ballard of the Ballard-Messmore Grain Company is now a representative by appointment by the St. Louis Merchants Exchange on the Grain Exchange Legislative Committee.

Malcolm Grant has left the Froedtert Grain & Malting Company, of which he was Minneapolis manager, and is now associated with the Hallet & Carey Company of Minneapolis, Minn.

Luther Dickey, at one time a member of the Chicago Board of Trade, bought a seat on the New York Stock Exchange about a year ago for \$176,000. He recently sold it at a profit of \$100,000.

During October 928,000 bushels of wheat were shipped from Galveston, compared with 1,878,066 bushels shipped in October 1926. Last month there were also shipped 125,000 bushels barley and 42,857 bushels rye.

On November 1, George W. Merrilat relinquished his position as sales manager of the Wells-Abbott-Nieman Company of Schuyler, Neb. He will engage in the grain business at Topeka, Kan., with his brother John.

The members of the Merchants Exchange of St. Louis, Mo., have selected the following to serve on the Barge Line Committee: W. T. Brookings, H. H. Langenberg, J. Paul Berger, Charles Rippin and John H. Caldwell.

A partnership has been formed at Boston, Mass., by Dexter F. Parker and Lyman G. Smith as Parker, Smith & Co., to handle grain, feed and cottonseed meal. They were for 12 years associated with the Jaquith, Parker, Smith Company of Boston, which was recently dissolved. Maurice D. Benzaquin will represent the firm in Connecticut.

Committee chairmen on the Sioux City Grain Exchange are: Violation of rules, J. S. Eales; Finance, R. E. Mangan; Elevator, M. King; Interest, E. P. Sullivan; Purchasing, Paul A. Ketels; Quotations,

R. A. Henderson; Arbitration, Paul E. Ketels; Appeals, H. J. Jackson; Membership, H. J. Hutton; Publicity, Freeman Bradford; Building, J. J. Mullaney; Grain, M. King; Transportation, S. P. Mason.

Offices have been opened on the Peoria Board of Trade by the Beach-Wickham Grain Company of Chicago, Ill. The new offices will be under the management of Dan McFadden, formerly with the G. C. McFadden Grain of Peoria, Ill.

R. L. Craig was recently elected chairman of the grain division of the Merchants Exchange at Vancouver, B. C. A. W. Whitmore is vice-chairman; E. A. Woodward, treasurer; J. H. Hamilton, secretary; and H. W. Cameron, assistant secretary of the exchange.

There has been a change in the officers of the Rosenbaum Bros., Inc., Chicago, Ill. E. L. Glaser is chairman of the Board; H. S. Austrian, president; Morris R. Glaser, vice-president, secretary and treasurer; Ralph A. Schuster and Michael Necas, vice-presidents.

A receiver is asked by Margaret O'Rourke and her mother for the Powell & O'Rourke Grain Company of St. Louis, against the company and George Powell, president. Miss O'Rourke in her plea claims that because of illness, Mr. Powell is unable to attend to the business.

W. M. Huff is now with the General Commission Company of Kansas City, Mo., as manager of the grain department. He was formerly secretary of the Kellogg-Huff Grain Company of St. Joseph, Mo. The General Commission Company also handles mill feeds as well as grain.

The R. S. Moseley Company has been incorporated at Buffalo, N. Y., to conduct a grain and feed business, capitalized at \$25,000. The incorporators are Ralph S. Moseley, Warren W. Hawley, Jr., Leonard B. Oakes. Mr. Moseley had been at the head of the Moseley & Ward Company for several years.

On October 31, the Omaha Grain Exchange received its first car of the 1927 corn crop. The shipment came from the Miller Bros. Grain Company of Earling, Iowa, and was sold to the Lucke Gibbs Grain Company for 60 cents a bushel. It graded sample Yellow and tested 28.46 per cent moisture.

At the recent election on the Sioux City Grain Exchange, Sioux City, Iowa, C. C. Flanley, head of the Flanley Grain Company, was elected president. He succeeds J. C. Mullaney. The other officers were re-elected as follows: H. S. Navileir, vice-president; R. E. Mangan, treasurer; Freeman Bradford, secretary and treasurer.

A. C. Wassard is manager of the new offices opened in Seattle, Wash., by the I. C. Sanford Grain Company. Headquarters of the company are at Portland, Ore. Mr. Wassard was formerly in charge of the milling division of the Northern Grain & Warehouse Company and later with Strauss & Co., interests in the same capacity.

C. M. Bendixon is now a member of the State Board of Grain Appeals, St. Paul, Minn., succeeding J. F. Ingersoll. Governor Christianson appointed Arthur F. Evenson of St. Peter to succeed himself as a member of the board. Mr. Bendixon has been an employe of the State Railroad and Warehouse Commission in its Grain Inspection Department.

The partnership of Jaquith, Parker, Smith & Co., consisting of Caleb H. Jaquith, C. W. Jaquith, D. F. Parker, Lyman G. Smith, Charles A. Perry and Maurice D. Benzaquin which has been conducting a grain business at Boston, Mass., has been dissolved by the withdrawal of Mr. Parker, Mr. Smith, Mr. Perry and Mr. Benzaquin. The business will be continued as a copartnership by remaining partners without change of name.

Capitalized at \$300,000, the Star Grain Company has been incorporated in Chicago, Ill., to conduct a general grain merchandizing business with offices at 826-827 Postal Telegraph Building. The company will operate the Rialto Elevator in South Chicago, which has a capacity of 2,500,000 bushels.

James F. Bell of Minneapolis is president; P. D. McMillan, Minneapolis, and L. N. Perrin, Chicago, vice-presidents; D. D. Davis, Minneapolis, secretary-treasurer. Roland McHenry and Fred F. Breckenridge are managers of the company and will have full charge of the grain business.

TRADE NOTES

H. P. Wilson of the Barnard & Leas Manufacturing Company, Moline, Ill., called during the month. He reported that business is good with the firm as they are doing 35 per cent more this year than they did last.

The growing use of oats in chicken feed has created a wide interest in the Stanley Oat Huller, and the Barnard & Leas Manufacturing Company of Moline, Ill., reports a substantial increase in sales on this machine over last year.

For a young firm, the Stevens Engineering & Construction Company of St. Louis has been doing a nice business and reports considerable work in sight or in prospect. The firm is making substantial friends and the future looks promising.

The J. B. Ehrsam & Sons Manufacturing Company of Enterprise, Kan., is justly proud of the fact that it is now furnishing equipment to men whose fathers and even grandfathers depended on this substantial old firm for the machinery used in their elevators and mills. This is a record of reliability and enterprise that deserves mention.

The orders for equipment in the new Philadelphia & Reading Railway Elevator at Philadelphia, filled by the Weller Manufacturing Company of Chicago, required several carloads. Notable in this assortment of machinery were the trippers which are equipped with individual dust collectors, the first time such machines were ever installed in an elevator.

A terminal elevator company or large mill would almost as reasonably build an elevator without electric lights as to finish storage bins without installing the Zeleny Thermometer System. As lights are a guide in the darkness, so are Zeleny Thermometers a guide to the condition of grain, and are an insurance factor that saves thousands of dollars each year to elevator operators. The Ballard & Ballard Elevator at Louisville is the latest to take advantage of this insurance.

Scientific feeding of animals is a comparatively new development, but the growth of the feed manufacturing industry belies the charge that farmers are backward in adopting new ideas. To be sure they had to be educated, and the first step was in showing the advantages of feeding ground grain instead of whole grain. Now in the older livestock sections but a comparatively few farmers feed unground grain. J. B. Sedberry, Inc., of Utica, N. Y., reports that over 8,000 of the "Jay Bee" Mills are in constant use in elevators and mills, and other mill manufacturers have similar record of the amazing growth of this new industry.

The Morse Chain Company announces the appointment of Harry E. Matthews, as manager of its Charlotte, N. C. office. The managership in the Charlotte office became vacant with the death of George W. Pritchett, which occurred September 15. Mr. Pritchett had been manager of the Charlotte office since its opening and was well known throughout the south. Mr. Matthews has been assistant manager of the Charlotte office for the last eight years or more. He is, therefore, well equipped to take over the responsibility of this office.

CONSULAR and newspaper reports of the wet season and poor crops in England are in line with the London Times estimate of deteriorating condition of the wheat crop, says *Foreign Crops and Markets*. Continuing: "Some reports speak of the season as the worst in 40 years. It is believed to have reduced materially the milling quality of the wheat, as well as reduced the merchantable quantity."

WHO'S WHO IN "FARM RELIEF"
AT WASHINGTON THIS
DECEMBERGRAIN TRADE FACES OLD OPPONENTS ON
EQUALIZATION FEE ISSUE

The grain trade has a fairly thorough knowledge of the legislative schemes frequently referred to as McNary-Haugenism. Yet to a great majority of grain men, the personalities responsible for their worry along this line, are rather vague figures. The personal element, however, is one of the strongest factors to be reckoned with in the success or failure of farm relief plans scheduled for presentation during the approaching Congress.

It will be recognized that the McNary-Haugen coalition is a strong one from at least four different angles. The Oregon senator and the Iowa representative offer a nucleus around which western and middlewestern votes may collect; each is head of the agricultural committee of his Congressional house; both are members of the Grand Old Party in power; they offer a sharp contrast in personali-

received his education in the public schools of Salem, Stanford University and the Willamette College of Law. His original entrance to Congress was effected by appointment. His term expires 1931.

Gilbert N. Haugen, representative from the Fourth District of Iowa, is 68 years old and has served his constituency of 200,000 people continuously from the Fifty-Sixth to the Sixty-Ninth Congress. He is a native of Wisconsin.

A typical Scandinavian is Representative Haugen. His great shock of white hair is the only signal of his age. Tenacity is a virtue which has served him well. He is slow in thought and action, but has the Viking knack of holding to his course at all costs. He entered politics as treasurer of Worth County, Iowa, and he still resides in Northwood, the county seat, a few miles from the Minnesota boundary.

He left school at the age of 14 and engaged himself at various tasks and businesses prior to his

entry into state and, later, national politics.

It was the proposed Surplus Control Act, product of the shrewd, legal-minded McNary, and the uncompromising veteran, Haugen, which President Coolidge, nine months ago, vetoed with this comment:

The chief objection to this bill is that it would not benefit the farmer. Whatever may be the temporary influence of arbitrary interference, no one can deny that in the long run prices will be governed by the law of supply and demand. To expect to increase production while decreasing consumption, is to fly in the face of an economic law as well established as any law of nature.

The vanguard of surplus control forces already is in Washington, D. C. In this group are Chester Davis, formerly Agricultural Commissioner of Montana, and George Peak, whose interest in farm relief is said to have originated when agricultural depression began seriously to affect business of the large farm machinery manufacturing company of which he was president.

Hints to the Elevator Millwright

"Big Bill" Davis Discusses Some Specialties Which Might Be Undertaken
by an Elevator with the Proper Facilities

By JAMES F. HOBART

"BIG BILL" Davis, the millwright, had gone over to the elevator of Mr. Wheatless, to participate in a discussion concerning the future of the elevator. It had been suggested that possibly part of the plant could be used for raising pigeons and going into the squab market in a big way.

"I used to know a man back home who made money raising and selling squabs. I have been wondering why I could not cut half my elevator up into pigeon cotes and raise squabs enough to supply the country for 100 miles around in every direction? What do you think of the proposition?"

"There is one thing lacking to make the exploit a success, Mr. Wheatless."

"What is that thing?" asked the owner.

"That thing, Mr. Wheatless, is a knowledge of the pigeon business. Start small and thereby avoiding costly mistakes. If you have a small lot of pigeons in a corner of your elevator, they almost take care of themselves, and you have nothing to do except to pick up a squab or a pigeon or two now and then. But, as soon as you attempt to keep 1,000 or 2,000 pigeons in your elevator, conditions are entirely different and must be studied closely. Fifty pigeons would fly at large and pick up their living from waste grain and food scraps. Two thousand birds could not be allowed to fly at large. They would be a nuisance—as bad as an eagle's nest, which is unapproachable because of its intolerable stench. As soon as you confine pigeons, all conditions change and unless rigid watch is kept over them and suitable feeding done, disease will decimate the birds.

"I'm afraid, Mr. Wheatless, you will find yourself up against a pretty stiff proposition when you attempt to screen your elevator so as to confine 2,000 pigeons in it and still allow them sufficient space for the exercise such birds require. It will be an expensive proposition to cover the building with wire mesh at a distance of even a few feet outside. Such an operation would require the erection of a rigid steel frame, strong enough to be wind-proof, and that means that an elaborate system of framing and bracing must be designed and erected. The cost would, I am afraid, be prohibitive. You can't turn pigeons loose in your elevator building and let them fly and walk around at will. They will have to be confined to proper runways. You cannot profitably utilize elevator bin space for pigeon coops. These birds require light and air—plenty of the latter."

"Then you don't like the idea of changing my elevator buildings into a pigeon-raising plant?" asked the owner.

"I am afraid it would prove a costly proposition, Mr. Wheatless, and that the result would be far from satisfactory. If you are determined to take a

flier in pigeons, you should let the elevator remain as it now is, and use it to prepare food for your pigeons, while their quarters could be built adjacent to the elevator buildings."

THE TRUTH ABOUT MUSHROOMS

"How about mushrooms? Would not those stout, air-tight storage bins be just the place in which to propagate the finest mushrooms? I have been told that good mushrooms are always in demand at hotels, and are easily grown, in almost any old cellar or shed. Why can't I make over some of those big storage bins into mushroom beds?"

"To begin with, canvas all the hotels in your immediate vicinity, and see how many mushrooms they are willing to contract for regularly. You will probably find the amount regularly required to be far below what would be considered a profitable minimum production for your proposed mushroom business.

"What are the requirements and can a grain storage bin be made to meet requirements? First, a mushroom bed must be located in a dark place where the temperature can be controlled and kept at approximately 60 degrees. The propagating beds, which are about 18 inches thick, must be far enough apart to permit working the bed and picking daily. The beds must be at least four feet apart and approachable from all sides and no bed must be wider than can be center-reached by an attendant, without touching or leaning upon the surface of the bed.

"Provision must be made for getting into the storage bins, the tons of material necessary for making the many production beds, each of which must contain, beneath a few inches of earth, at least 15 to 18 inches of well rotted horse-manure upon the heat of which depends, almost wholly, the success of the mushroom production. Think of the labor, Mr. Wheatless, which must be expended in getting into your bins, the large amount of material necessary for making the mushroom beds, and for removing and replacing them with fresh material after each planting of mushroom spawn has been grown and exhausted. A stout platform elevator will surely be required in each bin.

"As grain storage bins are necessarily deep, and as the temperature must be kept close to 60 degrees, Fahr., it will be found necessary to control and equalize the internal temperature of the grain bins by means of a blower or a ventilating fan.

"There will also be required," continued Big Bill, "some kind of a waterworks system, whereby there may be at each bed, a sprinkling hose which will deliver under light head, water at a temperature of 60 degrees, whereby all the mushroom beds may be kept at a certain degree of moisture all of the time. There is a whole lot of work connected with planting and growing mushrooms in a grain storage bin. A man will probably be kept very busy



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CO-AUTHORS AND FRIEND OF FARM BILLS

Left to Right: Senator McNary, Oregon; Representative Haugen, Iowa; President Thompson of the American Farm Bureau on Capitol Steps

ties and therefore attract followings from two different directions.

Charles L. McNary is a senator, but he has little of the professional dignity and none of the pomposity which, theoretically, at least, go with an upper house member. He looks young, acts young, thinks young, and is young compared to Gilbert N. Haugen, ex-real estate man and banker, who is his running mate. Senator McNary has reddish hair, a very ruddy complexion and his characteristic expression is that of alertness. He is particular about his dress. His mind moves quickly and his training on a law college faculty and as a practicing lawyer has given a precision to his speech and manner. On occasion, he can be "peppery." In his home state which he has served senatorially since 1917, he is more or less of a George Washington, but he has a sense of humor and carries no thought of this hero-worship when he starts east.

In his slender build and certain of his features, he resembles President Coolidge and the chief executive has a great liking for the western senator, veto record notwithstanding.

Senator McNary is 53 years old and a native of the Beaver State. He was born on a farm near Salem, Ore., but never engaged in farming. He

for a time, while the beds are most productive, going continually from one bed to another and gathering matured mushrooms which would deteriorate if left ungathered after they reach a certain stage of growth. Then, the mushrooms must be carried to the packing room, sorted, and perhaps cleaned or stemmed and placed in shipping containers. Safeguard against even the slightest approach to crushing or bruising, for reason that a damaged mushroom is about as marketable as a damaged egg. Then, the matter of rapid transportation. Mushrooms must be marketed today. Tomorrow, they are of very little value. To place a couple of thousand mushrooms in many hotels, a

few dozen in a place, is no small operation and it requires time and money."

"I don't like the sound of either pigeons or mushrooms," said Mr. Wheatless. "I believe I will turn my elevator into a feed mill, make and sell all kinds of hen and hog feeds, sell seeds, repairs and everything the farmer needs, and carry coal and fertilizer and—"

"Cut out the fertilizer, Mr. Wheatless. The farmers require so many kinds and varieties that there are pitfalls on every side. If you want to handle fertilizer, put in a mill and make up a good formula, sell it where you can, and let all other fertilizers alone."

grain. As the grain comes into the elevator by barge or by car, it is weighed under the supervision of expert weighers, under the control of the Board of Trade of New Orleans. These men are in the employ and entirely under the control of the Board of Trade, are entirely separate from the elevator and have no connection in any way with any private interests.

The inspection, under the direct charge of S. P. Fears, is likewise distinct and separate from all connection of private interests and is under the control and jurisdiction of the New Orleans Board of Trade, with Federal supervision.

In connection with the elevator, there are two driers of 1,200 bushels' capacity each. A 2 per cent reduction in moisture can be effected in from 15 to 20 minutes. A 6 per cent reduction in moisture can likewise be effected in from 50 minutes to an hour and 10 minutes. Charges for drying grades 1, 2 and 3 grain are $\frac{3}{4}$ cent a bushel. For a moisture content that shows a No. R and T grade, the charges are one cent per bushel. Grain in a No. 6 grade of moisture condition carries a charge of 1 and $\frac{1}{4}$ cent per bushel, and drying a Sample grade is $1\frac{1}{2}$ cent per bushel.

The storage bins, of which there are 347 as previously mentioned, have the Zeleny System of thermometers, whereby the temperature of the grain is taken at every eight feet of elevation from the bottom to the top of the storage bins and is registered constantly automatically.

Grain, because of moisture and climatic condi-

A Study of Gulf Facilities Available for Handling Midwest Grain

Text of Report from Which Associated Press Report of Cairo Elevator Was Drawn—Hoover's Position on Project Revealed

By HARVEY J. SCONCE

ON MARCH 28, 1927, I received authorization from the Illinois Agricultural Association to visit the Port of New Orleans for the purpose of investigating the market conditions of this port, also to make an investigation of the rates and routes of grain from the North by way of the railroads to the Mississippi Barge Line for export through New Orleans to continental Europe. Through the courtesy and kindness of T. C. Powell, president of the Chicago & Eastern Illinois Railway, who volunteered his services in this investigation, his private car was provided for the trip, and he accompanied me from Chicago to New Orleans and return, taking up the entire week. We arrived at New Orleans on Tuesday evening, April 26, and spent Wednesday and Thursday in an intensive investigation of the conditions and facilities surrounding the marketing of grain from the Middle West through the Port of New Orleans.

A visit to the public grain elevator was made Wednesday, but on Thursday a very careful survey and investigation was again made of it by the writer under the guidance of its superintendent, John B. Sanford. This man is not only a very fine gentleman but gives one the impression that he knows his business. He was most kind in furnishing any and all information regarding the factors that govern the grain trade, distribution and exportation of the various agricultural products that flow through this port.

This public elevator is operated by the Commissioners of the Port of New Orleans, and is located on the east bank of the river, a short distance above the cotton warehouse. Grain is received by cars of all converging railroads, which have access to the elevator through the public belt railroad. Grain is also received from the Mississippi River Barge Line, which delivers the grain in large steel barges with a capacity of 70,000 bushels. A marine leg unloads the barges at the rate of 15,000 bushels an hour. Cars are delivered to the elevator over four tracks where eight unloading pits are provided, and where 200,000 bushels daily can be unloaded.

On Thursday the *Galton* barge from St. Louis with 65,000 bushels of wheat, tied up to the dock to discharge its cargo. The marine leg was lowered into the barge, the cover removed from the wheat, and through signals by automatic telephone to various parts of the elevator property, the electrically driven machinery was started that set into motion the swiftly moving conveyor belts, and soon a golden stream of wheat three feet wide was moving into the various bins where within a few hours the entire barge load was deposited. There are 347 concrete bins 150 feet high with a capacity of 12,000 bushels as the maximum and 2,800 as the minimum, so provided that wheat or grain may be unloaded or loaded into any one at any time. Various bins may be loaded from at the same time thus affording the owner to make the desired mixtures of his grain. The total capacity of the elevator is 2,622,000 bushels.

Grain is stored in this elevator according to the

desires of the shipper in the North, or the broker at New Orleans who is acting as the agent for the shipper, to be stored indefinitely or processed for export.

In case the grain is to be shipped to various ports where the custom prevails of receiving sacked grain only, it is conveyed by conveyor belts to the sacking plant which is located at the down stream



NEW ORLEANS PUBLIC ELEVATOR

end of the wharf. Here is a warehouse with a capacity of 250,000 bushels of sacked grain, with four automatic sacking scales where the grain is sacked for a charge of $\frac{1}{2}$ cent per bushel. The charge for the sacks averages from 12 to 15 cents each. Bulk grain as well as sacked grain is unloaded from the cars or barge, permitted to stay in storage 10 days, during which time it is covered by insurance on fire, inherent hazard, and simple explosion, for a total of $1\frac{1}{2}$ cents per bushel. The plant is operated by the Port Commission under a published tariff and is open to all on equal terms.

Six crews of men operate the unloading device for the cars. Each unloading pit is provided with an air compressor which moves inward and upward the grain doors, which hold the grain in the cars, without destroying the doors. These six crews of men unload from 144 to 154 cars per day.

Eleven men are required to operate the marine leg on the barge and to keep the wheat flowing into the bottom of this leg. The same charges and free storage, insurance, etc., apply to the bulk grain in the elevator as previously mentioned for sacked

tions, showing an indication of heating is under observation at all times, can easily be moved from one bin to another, put through the drier and kept in perfect condition for storage or export at a very low cost.

In examining the records of some of the shipments of the corn from Illinois recently, it was noticed that corn came in at a temperature of 63 degrees, but after remaining in storage for some time the temperature gradually mounted to 94 degrees, where it was presumed to be in a dangerous condition. It was then taken out, the moisture removed, cooled by fans and returned to other bins and the temperature reduced to 68 degrees, and went out in a sweet and cool condition.

It was found that corn can be processed easily and quickly and prepared for export. Owing to the custom that Mexico demands White corn in sacks, while Cuba demands Yellow corn in sacks, the facilities for thus processing the corn from the middle western states are ideal for exporting this grain to various parts of the country. Four scales are provided to sack this grain. Where two-

ushel bags are sacked, the rate is 13 per minute, and 67 bags per minute where four-bushel capacity is used. There is a 20,000 bushel tank over the scales, and this tank can be filled by the conveyor belts, and the sacking and other work goes on without interference with each other.

Along this 2,090 foot wharf, three ships for exporting the grain can be worked at one time, delivering the grain by these 40-inch conveyor belts, which travel at a rate of 800 feet a minute, conveying 100,000 bushels of grain per hour, which is delivered through 32 spouts direct to the hold of the ship. These telescopic spouts are 18 inches in diameter and are able to meet the requirements of any vessel afloat, either at low or at high water.

The *West Caddoa* finished loading Wednesday afternoon, and contained 44,000 bushels of No. 2 Hard wheat, but the record for shipment out of this elevator was made when the steamship *Tjibesar* loaded a record cargo of 501,000 bushels of wheat and went out of New Orleans drawing 32 feet of water.

Three methods are employed at New Orleans for the marketing of grain.

1.—Track Sales, i. e., the specific price for the grade and quantity contained in each car, usually based on a definite bid of a specific grade with indicated discounts for lower grades.

2.—F. O. B. sales: Delivery free on board steamer for a specified quantity and quality of grain, usually wheat No. 2 Hard, and No. 2 Red; corn usually No. 2 Mixed No. 2 White or No. 2 Yellow. This method of selling allows the sellers the advantages when there is possibility of elevator admixtures depending entirely on the stock which they have in storage at time of delivery. The proper method of handling would be for the broker to give the elevator a written order for delivery, the elevator makes the delivery to the vessel and tenders to the broker the shipmate's receipts for quantity and quality. The broker then returns to the elevator the warehouse receipts in a sufficient quantity and quality to cover the delivery. The broker then usually makes bill of lading as per instruction from buyer, and on surrender of the mate's receipts to the agent of the vessel received signed ocean bill of lading. These ocean bills of lading, with inspection certificates attached, are then forwarded to the buyer with draft.

3.—C. I. F. sales, meaning cost, insurance and freight, follow through the same as F. O. B. sales, excepting that the factor of ocean freight rates, marine insurance, etc., are factors, and that draft would usually be made through banks on foreign buyers direct.

It was the thought of the writer that high grade, high protein content premium wheat could be sold through the Port of New Orleans for export to the English millers, but upon investigation it was found that a fancy prepared wheat called "Adrinople", which had been prepared by one of the reputable firms was shipped to England, of a high protein Turkey Red wheat, did not attract more than a ½-cent premium per bushel, and after repeated attempts to establish this high grade commercial type of wheat in England, the plan was given up. The plan seems to be to buy at the lowest price and in competition the type of grain that will barely meet the requirement of the importers, and the factors that determine this type of wheat are three, which are—dockage, test weight, and foreign material. It is a peculiar fact that moisture condition and protein content has nothing to do with determining this type or grade.

Grain is handled to continental Europe and England on a certificate final basis, and as this elevator is the only large public elevator with inspection of such a satisfactory nature that all private influences are eliminated, there seems to be no hesitancy on the part of the importers to accept the grade and type of inspection of the officers and inspectors at the Port of New Orleans when the grain is accompanied by the certificate of the inspection department.

As many of the farmers of Illinois produce a very superior grade of high protein Hard Winter wheat and Northern Spring wheat, it was the hope of the writer that we might be able to establish in England, a grade and type of this superior wheat to meet the English requirements, thus giving them the advantage of using the by-products from the mills for the feeds of their livestock, and following out this idea, correspondence has been had with Sir

Daniel Hall, of the Ministry of Agriculture and Fisheries, London.

The letter was referred to A. E. Humphries, at Weybridge, England, who was a former president of the English Millers Association, and correspondence from Mr. Humphries shows a very great suspicion on the part of the English importers regarding the inspection, marketing and delivering of American grain from the various British millers would like to provide 100 per cent of British requirements of flour and that point is not in the least way affected by the method on which they buy. They do, however, express reluctance to buying under the current terms of certificate final, and while they recognize that the United States grading has been improved since the Federal grading was introduced, yet they mistrust and refuse to buy United States wheat shipped from the Pacific Coast, except on sample. Finding someone to be responsible for this sample that will represent the bulk shipment in another matter, and, in many cases, the sample is not representative of the shipment, which causes dissatisfaction, resulting arbitration, usually disastrous to the exporter. The writer has suggested to Mr. Humphries that the English and Continental importers place their own representatives at New Orleans during the season of exporting grains to buy direct from the American broker or exporter, which would eliminate the undesirable feature of the present marketing system.

A discussion was had in New Orleans on the shipments via the barge route, and it was emphatically brought out by not only the writer, but by the grain representatives of the Port of New Orleans that the barge rates should be materially lowered to a point that would be especially attractive to the grain producers of the Mississippi Valley.

The grain dealers during this informal discussion confirmed the information previously developed through the elevator; namely, that the foreign buyer was not inclined to purchase grain on sample even though he might, by that means, secure a superior grade of grain, particularly of wheat. In other words, they confirmed the previously acquired information as to the practice of foreign buyers in buying strictly on grade, and they explained this by saying that the foreign buyers were in a position to supplement American grain with their own wheat and with that from Australia, Argentina, Canada, and India.

One of the merchants explained that the New Orleans grain export was not limited to the Port of New Orleans and gave instances in which part of his sales to the same purchaser for the same destination had been forwarded through New Orleans and the remainder through Montreal or New York from an entirely different source of supply.

Again, it was evident that as to wheat, some of the New Orleans dealers and perhaps all of them did not favor New Orleans to the extent of any difference in price, but utilized the advantages of each and every United States port as developed through market conditions from time to time. It was also stated that the British firms were represented in New York and that some of the dealings of the New Orleans firm were conducted through this New York representative. It is also developed that there was a sharp line of demarkation between the dealers in wheat on the one hand, and those who handled corn and oats on the other. The wheat broker did not pretend to know very much, if anything, about the corn and oats condition, and the corn and oats broker took the same position as to wheat. The points so far brought out may explain that the only interests really working whole-heartedly toward the development of grain to movement through New Orleans, are the elevator authorities who need a greater volume permit of profitable operations and the Barge Line, which is badly in need of south bound tonnage to equalize the north bound traffic, and finally the railroads, whose interest also is in increased southbound tonnage. In other words, as long as the volume of business handled by any one grain dealer at New Orleans is satisfactory to him, he has very little interest in concentrating all his operations on the Port of New Orleans. To put it in another way, the grain exporter, upon making a

sale, immediately purchases a corresponding volume to replenish his stock, but it is immaterial where he buys it, or where the stock is held, insofar as his interest in New Orleans is concerned.

In this connection, it was developed that the amount of grain that moved through the public grain elevator had diminished in recent years until at present the elevator is being operated at a loss. The official report showed that for the last five years it was as follows:

Year ending	Number of
August 31	Bushels
1922	28,251,094
1923	27,505,191
1924	11,352,008
1925	32,095,718
1926	9,640,848

It is therefore, apparent that if this elevator is to be placed on a profitable operating basis some inducement must be given to the shippers at primary points in the Middle West, attractive rates established by the barge line, and greater personal interest as well as a united interest shown to all parties concerned in the development of the Port of New Orleans.

In handling grain by rail and river, it is necessary to have a properly located transfer elevator with sufficient railroad yards to accomodate the grain held for transfer, and also so located as to permit of prompt and economical delivery to the barge line. While negotiations for this particular trip were in progress, the only transfer elevator available at Cairo was destroyed by fire. At our afternoon conference with Messrs. Brent and Cunningham, we were advised positively that the Hallidays would not rebuild their elevator, and Mr. Brent stated that even if they were to do so on the old plans, he would object to using it because of the expense to the barge line. Mr. Brent stated that there was no proper elevator at St. Louis or East St. Louis for transfer purposes, as all the elevators that he had access to were privately owned and therefore, limited in the volume of traffic that shippers would forward through such privately owned elevators.

He is convinced that the Barge Line must construct the needed elevator facilities and has estimated that such an elevator, with the proper railroad tracks, etc., will cost about \$2,500,000, located at Cairo. He now realizes that to make this a success, such an elevator must be reached by all the grain carrying railroads of Illinois.

Ways and means for securing authority were discussed and we were advised that it was only necessary for the Secretary of War to authorize the Barge Line to borrow money, but that Secretary Davis was not, at the present time, disposed to give this authority or to appropriate any money. We then conferred with Mr. Eckerson, assistant to Mr. Hoover, and developed from him that the best way to handle the matter was to secure, through Senator Deneen, an opportunity of presenting to Secretary of War Davis the position of the farmers of Illinois, resulting from the destruction of the Halliday elevator, and the present necessity of having, as soon as possible, a fully equipped transfer elevator at Cairo. It was finally concluded to have a conference with Secretary Hoover; this was accomplished, and the writer received from Mr. Hoover the assurance that if his opinion was asked at the Cabinet meeting, that he would advocate the extension of the Barge Line facilities.

Since the destruction of this Cairo elevator, this work comes under the head of emergency relief, not only for the farmers, but for the barge line as well, because it has severed all contact with the railroads with the exception of the elevators at St. Louis on the west bank of the Mississippi River.

BETTER wheat, beet and fodder yields this year are forecast for Hungary in the report of the British Hungarian Bank, Ltd., on crops. In cereals, prices are tending lower owing to the exceedingly favorable reports from America. Prices in Hungary, however, did not fall as much as in other European countries because of the continued demand from Austria and Czecho-Slovakia for good quality wheat.

NEWS LETTERS

BUFFALO

ELMER M. HILL CORRESPONDENT

WITH 1930 set as the tentative date for the completion of the enlarged Welland Ship Canal connecting Lakes Erie and Ontario, there is increasing rivalry between three Canadian ports and two New York state ports over which will be the point for trans-shipment of Great Lakes grain cargoes to Atlantic Seaboard ports. On the Canadian side of the border, the three rival cities are Kingston, Brockville and Prescott, while on the American side, the two rival ports are Oswego and Ogdensburg.

Just what effect the opening of this new waterway, which will accommodate the largest Great Lakes grain carriers, will have upon the business now being handled by terminal elevators at Buffalo is problematical but large elevating and grain interests at Buffalo believe that few of the largest carriers will avoid Buffalo in preference for the Welland Canal route to Lake Ontario points, because of lack of adequate harbor facilities at most of the Lake Ontario ports for the big ships.

The new Welland Canal, however, represents the completion of an engineering feat comparable to that of the Panama waterway. The canal, with its 800-foot locks and 27-foot depth is designed to permit all the traffic now plying the Great Lakes to invade Lake Ontario and carry cargoes much nearer to the sea. Probably the immediate result of the opening of the new canal to traffic will be to put an end to the movement of grain by water from Buffalo to Montreal. A large number of boats now are engaged in this traffic and the lack of this business will be felt by terminal elevators in unloading from Great Lakes carriers and re-loading into present Welland Canal size boats.

In the fight for supremacy as the principal unloading port on the Canadian shore of Lake Ontario, Kingston, Ont., at the present time seems to have the rail position in the race. Kingston's argument is that the river channel farther east to Prescott is tricky with strong currents, not infrequent fogs and an absence of adequate turning basins so that large 600-foot Great Lakes grain carriers should not attempt to go beyond Kingston. Both Ogdensburg and Oswego are presenting forceful arguments why they should be the logical points for the transfer of Great Lakes cargoes for trans-shipment by rail to the seaboard. Oswego already has a state-owned elevator with facilities for the reloading of grain to New York State Barge canal boats for movement over state waterways, the Hudson River to New York.

One of the big engineering features of the enlarged Welland Ship Canal is a triple flight of locks at the height of land surmounting the main Niagara escarpment, representing a total lift of 139 feet—nearly as high as the Horseshoe fall of the Niagara River—compared with 85 feet for the Gatun flight of locks at Panama. Lock No. 1 at Port Weller, at the Lake Ontario end of the canal, when filled to a length of 860 feet, a width of 80 feet and a depth of 76½ feet will hold 5,263,200 cubic feet of water. Each leaf of its mitre gates, 82 feet high, contains 454 tons of steel. Another engineering feat is the disposal of the Welland River which crosses the canal. The river has a maximum flow of 10,000 cubic feet per second, equal to the Chicago diversion or the American Falls of the Niagara. This river will be carried 80 feet under the canal by means of five enormous pipes.

Instead of 22 locks in the present Welland Canal, the new waterway will have but eight locks. Vessels will pass from Lake Erie to Lake Ontario in six hours, just about one fourth of the present time required to travel this distance. Toward the Lake Erie end of the canal is a straight stretch of about 12 miles and engineers claim boats will be able to navigate this section at a speed of 12 miles an hour just as if they were in the open lake.

With the approach of the end of the 1927 season of navigation on the Great Lakes, the grain movement has slowed up very perceptibly. Weather conditions, however, have been ideal, and boat owners are refusing to charter their ships at the low rates which are being offered by grain shippers. During

the early part of the month grain receipts at terminal elevators in Buffalo took a slight drop despite reports at the Corn Exchange of increased grain stocks at Fort William and Port Arthur at the Canadian head of the lakes. Early this month, it was reported there were 22,971,115 bushels of grain received at the Canadian head of the lakes and shipments were less than 17,500,000 bushels. The elevators at Fort William and Port Arthur had in store November 4 a total of 26,057,778 bushels.

On November 8 at Buffalo, there was a total of 1,410,000 bushels of grain being unloaded at terminal elevators from Great Lakes carriers and 3,787,000 bushels had been placed for elevating in the next few days. Enroute to Buffalo ships were carrying on that date 6,848,000 bushels. Shipments to Canadian ports November 8 were 300,000 bushels.

The Canadian Government grain elevators at Port Colborne, Ont., is enjoying the banner year in its history. Reports from elevator executives say that up to November 1, the elevator had handled 68,000,000 bushels of grain, the best previous record being 59,000,000 bushels of grain. It is expected that before the 1927 season of navigation is brought to a close about December 15, the Port Colborne Government elevator will have handled approximately 75,000,000 bushels of grain. Its maximum storage capacity is 3,300,000 bushels. The biggest month of the present season and which broke all previous monthly records was September, when 13,000,000 bushels of grain were handled.

The movement of Canadian and foreign grain through Port Colborne at the Lake Erie end of the Welland Ship Canal, up to November 1, was more than 40,000,000 bushels ahead of the 1926 figures and 20,000,000 bushels ahead of the record established in 1925, according to the Canadian Department of Railways and Canals. During the month of October, 31,012,153 bushels of grain were carried through the Welland Canal from Port Colborne to Montreal and enroute to other foreign ports, bringing the total movement for the year up to 154,162,572 bushels.

The Sheffield Elevator Company, of Minneapolis, has opened a Buffalo office in the Chamber of Commerce to conduct the company's eastern business in grain and mill feeds. H. H. Richardson, who for many years has been active in the local grain trade, is manager of the new Buffalo office of the Sheffield Elevator Company.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

AFTER standing for several weeks in the yards of the terminal station, the huge bronze group depicting the "Pioneer Mother" finally reached its permanent resting place in the center of the circular drive on the east side of Penn Valley Park and near the Liberty Memorial. Formal dedication of the beautiful gift of Howard Vanderslice, Kansas City grain dealer, took place on Armistice Day, November 11. Henry J. Allen, former governor of Kansas, was the principal speaker at the ceremony which witnessed the formal presentation of "The Pioneer Mother" to the people of Kansas City. Howard Vanderslice, expressing his enthusiasm over the statue, said, "I am more pleased with the bronze than I was with the model. The expressions of eager expectancy so characteristic of the pioneer trail blazers of civilization is depicted graphically on the face of the mother, her children and her bearded husband. I am more than pleased." He went on to say that he hoped the placing of the "Pioneer Mother" would inspire other Kansas Cityans to place other outdoor statuary in Kansas City which possesses so much beautiful and natural background. Huge slings were used to swing the seven-ton bronze into position. The head and shoulders of the mother in the group, being the highest, were detached for shipment. The statue has been set so that it faces the south, overlooking an expanse of greensward. It is in direct line with "The Scout," another bronze statue group in Penn Valley Park. A. Phimster Proctor, sculptor retained by Mr. Vanderslice to execute the statuary, is a product of the old

pioneering West and an artist who feels keenly in sympathy with the men and women and the things that went to make up that period in American history. Expressions of thanks and appreciation for Mr. Vanderslice's generosity have come by every source from the people of Kansas City—by newspaper editorials, personal expressions, and by the admiration with which visitors view the "Pioneer Mother" group.

William Matthew Sloan, 53 years old, died at his home, 7325 Summit Street, on the morning of November 4. He had lived in Kansas City since 1906, and had been a member of the Kansas City Board of Trade for seven years. He was affiliated with the B. C. Christopher Grain Company, acting as the cash grain trader for that organization. Previous to his membership on the local exchange he had made a wide acquaintance in the southwestern grain trade while acting in the capacity of traveling solicitor for several grain firms. He had been ill some months with a complication of diseases and only last month resigned from his position with the Christopher company. He is survived by the widow, Mrs. Cecile Sloan; by one son, Mastin Sloan; by a daughter, Elizabeth Sloan; and by two brothers, Matt Sloan, Brooklyn, N. Y., and John Sloan of Tuscaloosa, Ala. The body was taken to Mobile, Ala., November 5, where Mr. Sloan was born, and burial will be there. There were no funeral services for Mr. Sloan here.

Mrs. Charlie Esther Stark, wife of John Stark, secretary-treasurer of the Mid-Continent Grain Company, died October 12 at the Research Hospital, following an operation which took place September 10. Mrs. Stark was 38 years old and had been ill for about three months. Besides her husband of the home at 102 West Sixty-fifth Street terrace, she is survived by her parents, Mr. and Mrs. S. D. Peters, Liberty, Mo.; a sister, Mrs. E. E. Evans, 3428 South Benton, Kansas City; and a brother, John F. Peters, Hutchinson, Kan.

Soma Peto was an applicant for membership in the Kansas City Board of Trade on a transfer from W. M. Sloan on October 13, Mr. Sloan having at that time just resigned from the B. C. Christopher Grain Company, with which Mr. Peto is connected.

In the election of a new Board of Directors of the Chamber of Commerce of Kansas City, held the first part of November, Wallace C. Goffe, president of Goffe & Carkener, Inc., grain dealers, was elected to the position of vice-president of the Chamber in charge of the agricultural department. Mr. Goffe succeeded Hunter L. Gary. The new directors discussed plans for the coming year at their first meeting.

Silas H. Fish, Jr., 23-year-old clerk at the Board of Trade Building, was killed early on the morning of October 30, when he fell from a window on the tenth floor of the Kansas City Athletic Club. Fish had worked for the secretary of the Board of Trade for about seven years until about the first of this year he was discharged for drinking. Since then he had been employed by the office of the Wallingford Bros. Company, grain dealers. About three weeks ago he was discharged by this company on the same charge, and since then had been again working part time for the secretary of the Board. The cause of his fall was apparently his desire to take the part of the "human fly," the youth having been caught once before attempting to balance on the ledge of a window high up in the Board of Trade Building.

Involving an outlay of over \$1,000,000, the projected expansion of the Corn Products Refining Company got under way the first week in November. The company started the construction of the building of its new sugar refinery which lies just south of the big syrup and salad oil refinery, completed five years ago.

Fire of unknown origin destroyed the loading elevator of the H. D. Lee Flour Mills, at Salina, Kan., early October 10, causing a loss estimated at \$125,000. Fifty thousand bushels of wheat stored in the elevator were destroyed. The fire was confined to a wooden elevator comprising a part of the milling plant at Salina. Operation of the mill resumed after two days. The H. D. Lee Flour Mills Company is a corporation, of which H. D. Lee, of Kansas City, is president.

Clay Center, Kan., found out on October 12 that in the huge concrete grain tanks of the Mid-Kansas Milling Company, located there, it had a rival of

Pisa's leaning tower. The huge tanks were found to be 17½ inches out of true. Jars from heavy freight trains, the presence of water near the big tanks and an overload in one of the containers caused the base to settle, engineers reported. The tanks are 106 feet high and have a 105,000 bushels' capacity.

The long sustained leadership of Minneapolis district in the production of flour seems to Kansas Cityans to be passing. During the week of October 17 the output of southwestern mills exceeded that of the Northwest. The districts centering in Kansas City and including Kansas, Oklahoma, and Nebraska, produced 528,475 barrels during that week, compared with 457,131 barrels produced in the northwestern states. For three consecutive weeks in October Kansas City mills produced flour to establish new records.

The average daily "open interest" in wheat futures at Kansas City last month was 17,949,000 bushels, compared with 18,342 in September, and 18,360,000 a year ago. The same for corn: 4,798,000 bushels this month against 4,535,000 in September and 4,028,000 a year ago; oats, 20,000, against 9,000 last month, and 293,000 a year ago. The largest "open interest" in wheat this last month was 18,498,000 on October 4, and the smallest was 17,399,000 on October 31.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

GRAIN and feed business in Louisville over the fall has been just fair. Heavy planting of wheat, rye, barley and winter grains has resulted in good demand for seed grades. Elevator operators have been fairly busy, as there has been good demand for long term storage, principally for storage of wheat. New corn is starting to come on the market. One car of Indiana corn was received last week which graded No. 3, it being selected corn. Corn is somewhat better than had been expected, and would have been better except for rains and damp weather over the early part of November, and but very little wind. Freezing weather, with good skim ice, over the period of November 5 and 6, helped some. However, it looks as if there will be much corn of high moisture content, and considerable use of driers. Cold weather held off until the first week of November, it having been warm and dry over much of September and October, resulting in more corn maturing than had been expected. Ed Scheer, Bingham Hewett Grain Company, reported that business had been quiet, but with markets a bit stronger the general outlook was just a little more promising than it had been.

Local grain prices show No. 2 White corn at 91 cents. Both seed rye and seed wheat became scarce this fall due to unexpected heavy demand, due to abnormally good seeding conditions, and activity among farmers in planting. Late reports show that the corn crop improved materially toward the close of the season in Kentucky, in quantity and quality both. Feeds are picking up, but have been slow account of good late grass, and much hay. Bran is quoted at \$32 a ton; mixed feed, \$33.50; middlings, \$35; feed meal, \$38; and cracked corn, at \$40.

Harry A. Volz, of the house of S. Zorn & Co., left Louisville on November 9, for Princeton, N. J., to visit his son, H. A. Volz, Jr., student at Princeton University, and to take in the Princeton football game on Saturday.

Clell Coleman, of Harrodsburg and Burgin, Ky., one of the large feed and grain dealers of central Kentucky, and quite active in politics for a number of years, is retiring from the office of commissioner of agriculture, having run for auditor in the election of November 7. Incomplete returns indicated that he had run considerably ahead of the Democratic ticket, which was defeated in the gubernatorial race, and had a fair chance of being elected on the final returns. Newton Bright, of Eminence, who also ran ahead of the ticket, was reported to have a very fair chance of becoming commissioner of agriculture.

Harry A. Volz, head of the local grain house of S. Zorn & Co., former president of the Board of Aldermen of Louisville, was re-elected to the board on November 8. Mr. Volz was in office until mid-summer, when the Court of Appeals declared out the 1925 election, and ordered a new city election to be held this November. The Democratic control under appointment by a Democratic governor, was short lived.

The Ballard & Ballard Company, which has virtually completed a large new elevator in connection with its flour and feed mills, at Louisville, expects to place contracts shortly for a drier system for drying grain, and is about to close a contract for a dust collecting system, these being items not covered in the general building contracts. While there has

been some talk of the company erecting a new feed mill, it was stated at the office that it was merely a matter which had been discussed, but with no plan for any action for some years to come.

C. A. Villier, Kentucky Public Elevator Company, reported that while business was quiet it was a shade better than it had been on daily receipts and shipments. The big plant is practically full to capacity, principally on long time wheat storage.

The 1927 hay crop in Kentucky was one of the biggest in years, while all adjoining states have big hay crops, as a result of a favorable grass season. The result is the lowest prices in years on hay. No. 1 baled Timothy is selling at \$16, with No. 2, at \$15. No. 1 mixed is \$16 and No. 2, \$15; No. 1 Clover, \$15; No. 2, \$14; local Alfalfa, \$17; wheat and oats straw, \$10; rye straw, \$12.

A few years ago so little Alfalfa was planted in Kentucky that considerable quantities of western stock were used here. Today western is hardly to be found, as a result of Alfalfa having become a considerable crop in this section. Another change has been in growing of millet. A few years ago a great deal of millet was grown, but experience showed that it was very hard on the land, and not a catch crop that was of advantage to grow. One seed house reported that whereas it formerly sold about 10 to 12 cars of millet a year, it hardly sells a car now. Millet contains but little food value and farmers have discarded it in favor of cow peas, soya beans, etc. Very favorable weather this fall resulted in large acreages being planted to wheat, rye, barley and fall small grains. Weather conditions were favorable for planting up into November, it being declared the best planting season in years, and growers took advantage of idle acreage to plant heavily, as considerable corn and tobacco land was not planted in the spring, account of unfavorable weather conditions.

Paul Plaschke, staff cartoonist of the *Louisville Courier-Journal* and *Louisville Times*, who under the title "The Line of Least Resistance," each week runs a one line cartoon drawing of some prominent business man of city or state, recently carried Clell Coleman, prominent hay, grain and feed dealer of Burgin and Harrodsburg, Ky.

INDIANAPOLIS

H. M. RUDEAUX - CORRESPONDENT

ON MONDAY, evening, November 7, there was a joint meeting of grain dealers held at Sheldon, Ill., which was attended by several of the Indianapolis grain men, including E. K. Sheppard of the Cleveland Grain & Milling Company, Lew Hill of the Lew Hill Grain Company, Frank Witt, William Maibucher of the Hart-Maibucher Grain Company, R. B. McConnel of the Bert A. Boyd Grain Company, Lester Rich of Hayward Rich Grain Company, William Howard, secretary of the Indianapolis Board of Trade and Charles B. Riley, secretary of the Indiana Grain Dealers Association. General conditions and prospects of the corn crop were the principal discussions. The consensus indicates that the corn crop will not average more than 25 bushels to the acre, which is some disappointment compared to expectations 30 days ago. Quality so far as damage content is concerned is reported very good.

Frank N. Wallace, state entomologist, who has led the fight to control the European corn borer in Indiana, sees no justification for the pessimistic attitude of the Ohio Agricultural Experimental Station representatives, L. L. Huber and C. R. Neiswander, who are quoted by the Associated Press as saying that the fight against the corn borer is a waste of time and money and that nothing has been gained to show for the millions thus far expended. They continue:

There is no reason to believe that clean-up campaigns alone will control the corn borer in all sections of the state. No clean-up campaign will ever eradicate the corn borer. The corn borer will continue to spread to whatever areas may prove favorable for its existence despite all our time, money and efforts to the contrary. That the corn borer can be appreciably retarded in its spread is undemonstrated and unproven.

Wallace agrees with the view that the corn borer will continue to spread to whatever areas may prove favorable to its existence, but he sees no reason why any area should be favorable for the corn borer. Entomologists have agreed that the complete eradication of the corn borer is impossible, just as it has been impossible to eradicate all of the corn-ear worms cinch bugs, army worms, potato beetles and the like. The purpose of the campaign in Indiana has been to control the corn borer and Wallace declares this can be done. There has been less drastic action against the borer in Ohio than in Indiana. Various fields were exempt from the clean-up campaign and conditions were made favorable for the spread of the pest.

Consequently it has spread more rapidly than in Indiana. The program in Indiana is one of self preservation and applies to every farmer alike. Most of them have co-operated willingly. A few held back. The state went into court to make the cleanup complete. Some of this litigation is now pending. Indiana will continue the fight and the least that Ohio can do is to help.

From general reports there is a slight increase in the wheat acreage this year over last. The fields at present present a picture, in their beautiful condition and good healthy stand and splendid appearance. In fact, the present condition is way above the average quite contrary to what was anticipated after the planting, when the drought set in. From present indications the crop will be anything but disappointing. Arrivals of old corn are coming in heavier than usual, which indicates that farmers as well as grain dealers have an inclination to clean up the old crop. With present indications of a better corn crop than was expected some time past, farmers are releasing their holdings of old corn. The demand is very good and arrivals continue to move moderately. Oats continue to arrive in small volume, and enough to take care of the present demand. Since automotive power has taken the place of the horse drawn vehicle, the demand for this commodity has dropped off entirely.

The Fountaintown Elevator Company, of which H. E. Kinney is president, announces the completion of its new elevator at Fountaintown, Ind., replacing the structure destroyed by fire caused by lightning, last summer. The new plant is said to be one of the best equipped country elevators in the state, and entirely fireproof.

MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

THE big spurt in the Milwaukee grain trade of September, when enormous gains were shown over a year ago, when it looked as though grain trade would be very active for months to come, has already met a snag. For October, the receipts of the five leading grains were a little over 4,000,000 bushels, which was actually less than a year ago. However, many Milwaukee grain men had expected another good boost in the grain trade for October. The slowing up of the pace makes the outlook for the rest of the year a little less rosy. Last month's drop in the oats trade was the real secret of the poor showing at Milwaukee. The supply for the month was only 1,660,000 bushels as against 2,068,000 bushels offered for the same month of last year. This represented a decline of about 400,000 bushels.

Some grain traders at Milwaukee blame the slowing up in the grain business to the lower range of prices which has prevailed in the last 30 days, corn prices going down sharply as the crop prospect improved. Other grains also declined, thus discouraging at least some farmers from letting go of their supplies.

Two officials of the Milwaukee Chamber of Commerce have been given important posts in organizations affiliated with the Grain Dealers National Association. The Terminal Grain Weighmasters National Association elected Chief Weighmaster M. H. Ladd of the Milwaukee Chamber vice-president. The Chief Grain Inspectors National Association elected Allen A. Breed president at the annual session of the group. The elections took place at the recent meetings held in Omaha.

Milwaukee is out hot and heavy after the next convention of the Grain Dealers National Association. While there are five other cities in the field seeking the national meeting, Milwaukee grain officials think the city has at least an excellent chance of landing the convention. It is believed that the elaborate plans of Milwaukee for building an outer harbor, by which the city expects to be the western terminus of a huge grain trade, will be of especial interest to grain dealers in all parts of the West who are likely in the future to make use of this port. The building of slips in the new harbor zone is just getting under way, so it will be possible for the grain men to get a clear idea of the whole project if they come here next year.

The first car of new corn for this season arrived at the Milwaukee market on October 28. It came from southern Iowa, graded No. 5 White and had 21 per cent of moisture, testing 50 pounds to the bushel. This carload sold for 73¼ cents a bushel. Last year the first car of corn arrived in Milwaukee on November 3, or six days later than the first car of the 1927 crop.

The Emrich Grain Company, with membership in the Milwaukee Chamber of Commerce, has just an-

nounced the opening of a Cedar Rapids, Iowa, office under the management of A. K. Emrich, who has been in charge of the Emmetsburg, Iowa, office of the same company for several years. Mr. Emrich has been engaged in the grain business for about 18 years, of which the most of that time was spent on the exchange floor of the local Chamber of Commerce. The company will be known in Cedar Rapids as the Emrich Grain Company.

The supplies of grain in store at Milwaukee have been drained down considerably with less than 3,800,000 bushels in the first week of November. According to these figures there was in store 268,000 bushels of wheat, 1,047,000 bushels of corn, 2,247,000 bushels of oats, 213,000 bushels of barley and only 20,000 bushels of rye. Nearly 3,400,000 bushels of the grain is composed of corn and oats, so that the other three grains are held in negligible amounts. Grain is already being rushed out as fast as possible before the closing of navigation in December.

The largest single cargo of grain ever loaded in Milwaukee was sent out of the local port early in November when the steamer *E. A. S. Clarke* left for Buffalo with 373,213 bushels of wheat. This is equivalent to nearly 200 carloads of wheat, or about four or five train loads. The previous record for the largest cargo of grain here had been held by the *J. A. Campbell*, when 371,743 bushels of wheat were loaded into its hold on August 24, 1924, consigned also to Buffalo. This was only about 1,500 bushels less than the record set in November, 1927. The third largest grain cargo sent from the local port in recent years was that of the *William P. Schneider*, with 358,737 bushels of wheat, loaded here on November 6, 1924.

Mr. and Mrs. Harry M. Stratton spent a week visiting the East and New Haven, Conn., where they went to see their son, John Stratton, who is a student at Yale. As a conclusion for the trip the couple spent one week in New York City.

Milwaukee's grain and shipping interests will be represented by the largest delegation ever to leave the city for a waterways meeting when the Rivers and Harbors Association holds a conference at Toronto, Canada. Both grain and shipping interests will be represented in the Milwaukee group. County supervisors, aldermen, members of the harbor commission and officials of the larger suburbs of Milwaukee will be in the delegation, which will number about 40, according to Raymond Weins, who is secretary of the organization. Mayor Daniel Hoan and Alderman Cornelius Corcoran, president of the Milwaukee Common Council, will take a leading part in affairs at Toronto. Besides Mr. Bruce of the harbor commission, the harbor group will be represented by K. A. Albrecht, traffic director of the harbor board; C. U. Smith, terminal director; and also C. F. Ringer, a harbor commissioner.

Edward Hymers has been elected as a member of the Milwaukee Chamber of Commerce at the monthly meeting of the Board of Directors.

The Milwaukee road officials at Milwaukee report that the biggest crop of grain in the Northwest in its entire history is being moved to market this year with a smaller number of freight cars than heretofore. In explanation of this the company states that both shippers and employes have been educated to the point where they take advantage of the full capacity of every car. The company has actually increased the average capacity of freight cars from about 35 tons to more than 42 tons, the present actual loads, a gain of approximately 21 per cent. At the close of the year the company reported that there had been no net increase in freight cars because the new cars added had been offset by the junking of the old equipment. Nevertheless, the aggregate tonnage available is higher than ever before.

The interest rate on advances at the Milwaukee Chamber of Commerce has again been fixed at 6 per cent, the rate which has prevailed for a long time.

The State Grain Show at Antigo proved to be one of the most interesting and well attended exhibitions ever given in the state. At the closing session of the show, every seat of the Antigo Grand Opera House was occupied and there were also a large number of farmers standing. It was reputed the largest indoor gathering of farmers ever held in Antigo. Officers elected at the meeting were: W. E. Spreiter, La Crosse, president; Emil Jacobsen, Green Bay, vice-president; H. L. Draheim of Gotham, treasurer; Prof. R. A. Moore of the University of Wisconsin, secretary; and E. D. Holden also of the University at Madison, assistant secretary.

Kurtis R. Froedtert, leading grain dealer and maltster of Milwaukee, has aroused much comment among grain men by a suit he has brought against a Milwaukee jeweler, George Logemann & Son, charging the concern with getting \$30,500 under false pretenses. Mr. Froedtert alleges that four diamond rings bought at Logemann's are worth only about

one-half of their original purchase price. Mr. Froedtert, who is vice-president of the Froedtert Grain & Malting Company, says his mother has purchased between \$75,000 and \$100,000 worth of jewelry in the last two years. Most of this jewelry was purchased at the Logemann store it is alleged. One solitaire diamond ring alone was purchased for \$18,000. The high prices of the jewelry were not known to him, Mr. Froedtert says, until a bill for \$25,000 worth of jewelry which was unpaid was turned over to him. He could not quite understand the large bills, he said and began to investigate. He immediately took all the jewelry in question to three independent appraisers who declared it was worth about half of what his mother paid for it. The suit to recover on the excess purchase price is still pending in the Milwaukee courts.

Boasted high prices of grain at Milwaukee have largely disappeared according to a comparison of what grains are bringing today as compared with a year ago. The soaring price of corn has largely crumbled with the No. 2 Yellow now bringing only 87 cents a bushel at the Milwaukee market as compared with 73 cents a bushel a year ago. The corn market is thus only 14 cents above last year, so that the 30 and 35 cent gains of a few weeks ago have largely vanished. The special No. 2 barley has been selling at Milwaukee recently for 78 to 82 cents a bushel as compared with a ruling price of 72 to 77 cents for the same date one year ago. Barley is thus only about five cents a bushel above last year. The No. 3 White oats is being sold at Milwaukee at 47 to 50 cents per bushel as compared with a price of 44 to 45 cents for the corresponding date one year ago. The oats market is therefore about a nickel above last year. The rye market is holding largely around \$1 to \$1.03 for the No. 2 grade, as compared with a ruling price of 99 cents to \$1 for the same grade last year. Rye prices are therefore up about three cents a bushel over 1926 schedules. The No. 1 Dark Northern wheat is selling at \$1.35 to \$1.37 per bushel against \$1.44 to \$1.47 for the same date of last year. Wheat is thus about 10 cents cheaper than last year.

ST. LOUIS FAIRMOUNT CORRESPONDENT

OWING to the continued illness of George F. Powell who has been confined to his home for some months, the Powell & O'Rourke Grain Company has ceased handling grain. They are still operating the Brooklyn Street Elevator. On October 26, 1927, a petition for appointment of a receiver for the Powell & O'Rourke Grain Company was filed in the Circuit Court by Miss Margaret O'Rourke and her mother, Mrs. Mary E. O'Rourke, against the company, George Powell and his wife, Mrs. Commie R. Powell. Mr. Powell, a former president of the Merchants Exchange, as president and general manager of the company, is named as the chief defendant. Miss O'Rourke is secretary and treasurer of the company, while her mother and Mrs. Powell are vice-presidents. They are the sole stockholders in the company. Miss O'Rourke, in the suit, asks for the appointment of the receiver on the grounds Powell has been confined to his home from a serious illness for some time and she has been unable to see and advise him of matters urgently needing his attention. It is understood that the petition has been held up pending a chance for disposition of the property and amicable adjustment.

On October 26 the Merchants Exchange Board of Directors officially announced that T. M. Logan and William R. Logan, officers of the Logan Grain Company, were expelled from membership of the Merchants Exchange. This follows their suspension October 23, when the banks failed to honor checks totaling more than \$10,000 to concerns on the Merchants Exchange for grain purposes.

A special committee of the Merchants Exchange is at work on a plan to devise a general scheme for the introduction of a movement to require every member of the Merchants Exchange to place bonds of from \$10,000 to \$50,000 depending on the actual business transacted. This bond to protect members against loss through failures.

John O. Ballard has been appointed to represent this Exchange on the Grain Exchange Legislative-Executive Committee. This committee, embracing representatives from the principal grain markets, is ably protecting the interests of the exchanges as they are affected by pending national legislation.

The following have been admitted to membership: Charles Rippin, Hemmelmann-Spackler Real Estate Company, St. Louis, Mo., on transfer of certificate of A. D. Goldinan; Morris A. Wilkins, Plant Flour Mills Company, St. Louis, Mo., on transfer of certificate of

E. L. Stancliff; Jos. H. Flynn, Plant Flour Mills Company, St. Louis, Mo., on transfer of certificate of Chas. H. Kenser; Edward Hymers, Jackson Bros. & Co., Chicago, Ill., on transfer of certificate of James E. Cairns; Albert H. Mangelsdorf, Ed. F. Mangelsdorf & Bros., St. Louis, Mo., on transfer of certificate of C. F. Prante; Wm. E. Ohlemeyer, James E. Bennett & Co., St. Louis, Mo., on transfer of certificate of R. C. Pennoyer.

The following table shows the receipts of grain at St. Louis and East St. Louis during the first nine months of 1927, as compared with the same period in 1926:

1927—	Wheat	18,350,651
	Corn	14,247,381
	Oats	12,956,000
	Rye	200,200
	Barley	474,950
	Sorghum Grains	495,650
Total		46,724,832
1926—	Wheat	20,920,460
	Corn	17,803,034
	Oats	12,534,000
	Rye	201,400
	Barley	517,900
	Sorghum Grains	265,200
Total		52,241,994

The St. Louis office of the Mississippi-Warrior Service reports the following shipments of grain, by barge, from St. Louis during the first nine months of 1927, as compared with the same period in 1926:

	Wheat	Corn	Oats	Rye	Total
1927	3,132,155	200,000	.....	108,904	3,441,059
1926	1,908,636	1,735,902	70,000	112,076	3,826,614

The Board of Directors have appointed the following Barge Line Committee: W. T. Brooking, H. H. Langenberg, J. Paul Berger, Chas. Rippin, John H. Caldwell. This committee, composed of men who are well informed concerning the Barge Line situation in this market, will take an active part in securing the extension of Barge Line service.

We regret to announce the deaths of the following members: Norris B. Gregg, New York, N. Y., September 6, 1927; O. J. Woolridge, St. Louis, Mo., September 7, 1927; H. A. Lueking, St. Louis, Mo., September 13, 1927; Fred C. Orthwein, Sr., St. Louis, Mo., September 24, 1927; H. H. Newell, Chicago, Ill., October 2, 1927; J. Henry Farley, St. Louis, Mo., October 11, 1927; G. H. Donnewald, St. Louis, Mo., October 19, 1927.

S. P. Steed, until October 1 connected with the Nanson Commission Company, has become associated with the Garmon Grain Company, 304 Merchants Exchange Building.

J. Henry Farley, local representative of Hubbard Bros. & Co., cotton factors of New York, died on October 19. Mr. Farley was one of the oldest members of the Merchants Exchange, his age being about 86 years. He joined the Merchants' Exchange in 1882. He was a bachelor, and resided at the Hermitage Apartments at 4858 Washington Boulevard, this city. During the Civil War Mr. Farley served as an officer in the Kentucky cavalry. He was a member of St. Louis camp No. 731 Confederate Veterans. The funeral was held on October 22, interment being in Bellefontaine Cemetery.

The first new corn of 1927 crop from Oklahoma was received here on October 26, one car being No. 2 Mixed corn, showing 4 per cent damage and sold at 81 cents. Two cars grading No. 3 Mixed showing 5.8 per cent damage and sold at 80 cents. The corn was consigned to the J. H. Teasdale Commission Company and sold to the Marshall Hall Grain Corporation.

Samuel Plant, formerly president of the Merchants Exchange and of the Plant Milling Company, and B. H. Lang, vice-president of the First National Bank, were elected as trustees to handle the Brooklyn Street Elevator, owned by the Powell & O'Rourke Grain Company. It will be run as a regular elevator while the trustees are endeavoring to dispose of it.

R. J. Pendleton, formerly a large grain operator in this market now living in Los Angeles, Calif., was a visitor on the Exchange. Mr. Pendleton is in the best of health and was congratulated on his fine appearance.

W. F. Burns of the Burns Grain Company of Omaha, was a visitor during the past week.

D. M. McGrath, vice-president and sales manager of the Three Minute Cereals of Cedar Rapids, Iowa, was also a visitor.

The export rate of 15½ cents from Chicago to New Orleans, which was asked by the Illinois Central on lake grain, was denied by the Interstate Commerce Commission. The Interstate Commerce Commission

general rate investigation for export rates will be held in Chicago on November 29. E. P. Costello, traffic commissioner of the St. Louis Merchants Exchange, will represent this market.

NEW YORK

C. K. TRAFTON - - CORRESPONDENT

GREAT enthusiasm marked the opening of the new season of the New York Produce Exchange Bowling League, their first function being a dinner on the Strand Theatre Roof which was attended by about 50 members. After the dinner the bowlers proceeded to their headquarters at Dwyer's Bowling Alleys at Broadway and Fifty-third Street. As an indication of the growing popularity of the sport among the many branches of business represented on the Exchange it was announced that the League now has about 80 members, or nearly double last year's number. As a consequence it has been found necessary to engage 12 alleys for each Thursday evening instead of the eight used last year. Charles P. Lambert of J. H. Winchester & Co., was re-elected president and Harry G. Gere of the Gere Grain Company, is vice-president. Suitable prizes will be donated by various officers and members of the Exchange in order to stimulate competition; the annual contest with the Maritime Exchange for the Inter-Exchange Cup will be staged as usual; and matches with other exchanges will be arranged. The appointment of a Bowling Committee and of an Entertainment Committee was announced and the latter will arrange for different forms of entertainment to promote the social spirit among the members, their particular endeavor being to surpass the fine record which they made with their Minstrel Show at the Waldorf-Astoria Hotel last April.

John H. Kemp, of Milmine, Bodman & Co., one of the oldest grain firms on the New York Produce Exchange, was elected to membership in that organization at the last meeting of the Board of Managers.

John H. Simon, of Louis Dreyfus & Co., the well known French grain house, is an applicant for membership in the New York Produce Exchange.

Owing to the rapidly growing interest in trading in cotton seed oil contracts on the New York Produce Exchange, the number of brokers handling the orders has shown a marked increase during the past few months. As a consequence the market has outgrown its original quarters, the "ring" in the center of the huge trading floor. Finding themselves uncomfortably crowded, the members of the trade appealed to the Board of Managers for relief and as a result a regulation trading pit is to be installed, the various elevations of which will provide ample space for many more traders to transact their business.

Richard F. Uhlmann, secretary and treasurer of the Uhlmann Grain Company, spent a short time with members of the local grain trade toward the end of October.

Felix Brandseph and William J. Fee, representing the Continental Grain Company, leading grain exporters, have been elected to membership in the New York Produce Exchange.

James C. Murray of the Quaker Oats Company, of Chicago, paid a brief visit late in October to friends in the cash grain trade on the Produce Exchange.

Edgar B. Bernhard of Colvin & Co., investment brokers, has applied for admission to membership in the Produce Exchange.

Members of the New York Produce Exchange, and especially those in the grain trade, were interested recently in a newspaper item regarding will of the late O. M. Mitchell of the old grain firm of Power, Son & Co., who died on October 2. The paragraph stated that the estate amounted to more than \$2,000,000, the largest cash bequest being one of \$500,000 to the United Hospital of Portchester. His widow receives two-fifths of the residuary estate, while O. M. Mitchell, Jr., receives \$300,000 and one-fifth of the residue.

Raymond V. Scott, associated with Robert G. Brandt, grain broker on the New York Produce Exchange, was among the applicants recently elected to membership in that organization.

L. L. Winters of Hulburd, Warren & Chandler, commission merchants on the Chicago Board of Trade, paid a brief visit late in October to members of the grain trade on the New York Produce Exchange.

Members of the grain and milling trades on the New York Produce Exchange were deeply pained to

learn that Lester L. Seaman had died on October 21 at the age of 51 years. For many years Mr. Seaman had been a prominent official of the Hecker-Jones-Jewell Milling Company, and as a consequence was well and favorably known in grain, flour and feed circles throughout the country.

George Levy of Louis Dreyfus & Co., was admitted to membership in the New York Produce Exchange at the November meeting of the Board of Managers.

The sudden death of John O. Wade on November 6 was a source of universal regret to his many friends on the New York Produce Exchange and elsewhere, but especially, of course, to those in the flour trade. Mr. Wade, who was 52 years old, had been associated for many years with George A. Zabriskie, New York representative of the Pillsbury Flour Mills Company, but recently had gone into business on his own account and was widely known in the trade and highly esteemed because of his genial, kindly disposition. He had been attending to business as usual up to within a short time of his death which was evidently caused by a heart attack. Members of his family who had gone out for the evening, leaving him alone at home, found his lifeless body upon their return.

Cliff H. Morris of the Fisher Flouring Mills Company, has been elected to membership in the New York Produce Exchange.

M. G. Belding of the Continental Milling Company of Baltimore, Md., is an applicant for membership in the New York Produce Exchange.

Leon S. Mygatt, dealer in commodities, was among the applicants recently elected to membership in the Produce Exchange by the Board of Managers.

DULUTH

S. J. SCHULTE - - CORRESPONDENT

OPERATIONS in Durum wheat have been on a record scale on this market so far this season. Fancy cars have continued to command liberal premiums from millers so that shippers of protein grain of good weight and color have no cause for complaints on the score of returns upon their shipments. Exporters have been in the market on a liberal scale since Labor Day, when the movement from the country began in earnest, with the result that accumulations free of Durum in the elevators here are limited. Stocks on hand as on November 10 amounted to approximately 5,000,000 bushels of and the bulk of those holdings were scheduled for shipment down the lakes during November. As a result of the remarkable extension in the demand for Durum during the last three years, specialists are predicting that the acreage seeded to it over the Northwest will show a substantial increase next spring. The growing of that wheat has been prompted to some extent through the relative returns from it having been better than from spring during dry periods in districts that have frequently returned unsatisfactory productions of other wheats. Though buying by millers of fancy Durum at heavy premiums has been really moderate, taken in relation to the whole, it had the effect of stimulating interest in it and growers are said to have bought their seed with last spring in the hope of realizing liberal returns upon their shipments to the markets. Interest in the growing of Durum has in fact been stimulated all along the line.

Taken on the whole, trading in Durum has set new high records in volume during this fall and operators are counting upon being called upon to take care of a liberal movement in it during the winter. The Continental Grain Company and the Hallet & Carey Company have been prominent in that market.

Few changes in memberships or in personnel of grain commission house forces were reported on this market during the fall months. The Board of Trade membership of Thomas C. MacInnis has been transferred to Ben B. Davis of the Occidental Elevator Company and the membership of L. B. Cusick have been transferred to M. G. McQuade, of the Continental Grain Company.

Members of the Duluth Board of Trade have voted in favor of amending the rules so as to admit of the sampling charge at this end being paid by shippers of grain. The sampling fee at present stands at 50 cents a car and so far it has been absorbed by receivers. The trade here has felt all along that the grain sampling fee should properly be taken care of by shippers, and an agitation for its imposition has periodically developed, but it is only now that dealers have been able to get together in amending the rules so as to sanction the change. It has been pointed out that though the sampling fee is small it has meant that receivers have been called upon to

give away thousands of dollars of their incomes each season in absorbing it in order to make good fellows of themselves.

Competition of local and eastern millers for protein Spring wheat has been active on this market this fall. The Barnum Grain Company acting for the Washburn Crosby Company and the Occident Elevator Company acting for the Russell-Miller Company of Buffalo and Douglas Moore, buyer for Pillsbury interests on this market, have furnished strong competition all along, with the result that shippers have been able to realize more liberal premiums than had been hoped for early in the fall. The spot market in Spring wheat has been especially strong lately as a result of falling off in the movement from the country. The result has been that buyers have been advancing premiums on the top grades in the hope of attracting sufficient offerings to take care of their boat charters. A recent feature in that market was the shipping of three cargoes of Spring wheat to Chicago to be held for delivery on December contracts. Judging from the reports regarding plowing received from over the Northwest commission men are looking forward to a substantial increase next spring in the acreage seeded to Spring wheat and Durum.

Operators are apprehensive regarding elevator congestion developing on this market during the winter months as owing to a slackening in export interest in the East, it is figured that a substantial quantity of wheat will be left in the elevators here at the close of navigation. The handling situation has been made hazy through comparatively light export demand for American wheats at the seaboard during the last few weeks on account of the belated rush in marketings of Canadian grain at lower prices than have been going on the American Spring wheat markets. As it is, however, operators here consider that fortune favored American wheat growers this fall in the fact that they had the market to themselves for about a month this fall before Canadian dealers were able to make shipments to any extent on account of wet weather have retarded threshing in the three western provinces. It is figured that much lower prices would have been realized had the Canadian Spring wheat crop been ready to press for sale at the same time as the American this fall, it being assumed that foreigners would have taken advantage of the situation to lower their bids to a minimum.

Shippers have been favored this fall through low freight rates being made upon grain for eastern deliveries. A large amount of boat tonnage was offered early in the fall and shippers were able to avail themselves of low rates to tieup for a large amount of space for September and October shipments. The rate on wheat for first half of November loading was 2½ cents per bushel from the Head of the Lakes to Buffalo, 2 cents to Georgian Bay points, and 10½ cents to Montreal. With a heavy early foreign demand for Spring wheat, Durum rye and barley, Shippers were able to tieup for boat space, with unusual liberality. With new foreign business slow in American grains, operators here have been worrying somewhat lately on that score. Shipping agents here are not any too hopeful regarding the shipping outlook during the last three weeks of the season. They have been pointing out that shippers will be called upon to pay much higher boat rates around the end of the season upon grain shipments, and that if they do not come across with prompt charterings the bulk of the larger steamers will go out of commission or else will be diverted to Fort William and Port Arthur where urgent demand for shipping space exists.

Eastern demand for barley has been active all along this fall and specialists in its market have had a good volume of trade thrust upon them. That grain has been coming forward from the country freely as illustrated in receipts of 16,341,000 bushels from August 1 to November 9, as against 3,718,000 bushels up to the same period last year. Shipments have been on a correspondingly heavy scale so that barley stocks in the elevators here stood at only 808,000 bushels as on that date. The Itasca, Globe, Cargill and Occident Elevators have been active in the barley market this season.

R. M. White, of the White Grain Company asserted that district demand for all classes of feeds has continued to set new high records on this market due to the expansion in the dairying industry. He noted that eastern buyers have been in the market for oats all along this season and that their market has shown signs of stiffening up on account the falling off in oats production over the Northwest this fall with their quality also off through unfavorable harvesting conditions. Screenings have been a somewhat scarce commodity with the Head of the Lakes elevators this fall due to the cleaner condition of the grain handled. Better prices for screenings are consequently being obtained.

F. E. Lindahl, manager of the Cargill Commission Company has held his position as the king pin of the rye market this season. He is credited with having been in close touch with foreign buyers throughout

the season and to have made purchases and effected rye sales at a satisfactory basis. He reported that he had been receiving rye export order in liberal lots from day to day. The sheets showed that American rye has been going forward freely to Georgian Bay ports for export. The market in rye has been firm during last month sales having been put through as on November 10 at 98½ @ 99 cents for spot and December deliveries as compared with 92½ cents a month ago. Operators figure that not more than 300,000 bushels of rye will remain in the elevators here when the curtain is rung down on lake shipping for the season.

The improvement in marketing of grains at Duluth and Superior elevators was emphasized in the fact that receipts of all grains on this market for the crop year from August 1 to November 9 aggregated 117,020,028 bushels as against only 40,901,268 bushels up to the same time last season. Wheat receipts were 76,185,087 bushels, against 26,351,965 bushels last year; corn, 38,244 bushels against 36,049 bushels; oats, 233,628 bushels against 1,201,927 bushels; barley, 16,342,326 bushels against 3,718,016 bushels; rye, 17,340,781 bushels against 4,887,029 bushels; and flax, 6,879,962 bushels against 4,706,272 bushels.

TOLEDO

S. M. BENDER

CORRESPONDENT

RECEIPTS of Soft Red wheat for the past month have been very small with the result that premiums have advanced to six cents over the Chicago December. Arrivals have been easily absorbed by the local demand. Outside milling trade has also been active in this market. Acceptances on bids have been larger during the early part of this month and the country appears disposed to sell some wheat at present levels. The stocks of wheat here are none too large and could easily fade away with a brisk trade during the next few months. New wheat is doing fine and has had the proper weather to insure a good start. The acreage in some sections will be increased as much as 25 per cent and in others probably 10 per cent. Two years of rather small crops of Soft Red wheat has stimulated the desire to raise more wheat. Bids out of this market for the past week were the best on the crop but failed to bring out much wheat. White and Mixed wheat have been selling at a discount of one cent for the number two grade.

Improvement has been noted during the past month for cash corn and as long as receipts of old corn remain light the prices will react accordingly. It is near time for new corn to move in volume but it is doubted if the country movement will be large until later. A few cars received here last week graded sample, sour and about 30 per cent moisture and bids were low. Dealers are advising their customers to hold back as long as possible for corn as it is now becomes dangerous to handle. The warm weather soon starts a car to heating and it must be handled quickly to save anything. Mills here cannot use corn that has spoiled beyond a certain degree and it must then be sent to a drier or shipped to another market. Facilities here are ample to take care of wet corn if it is loaded right and hurried through. Some corn has been kiln dried here and brought very satisfactory prices.

Oats prices remain high for the heavyweights but others are not selling so well. Receipts have been light and will not increase unless cash prices have a fair advance. The country trade has been advised to hold account of the short crop of poor quality and the relative low prices they are bringing in the cash market. Stocks here are light compared with a year ago and mills are paying up well for the bright colored heavies.

The rye market has been rather dull for exporters have not been after it and the domestic trade is quiet. Statistics show that the crop abroad is smaller and our own total supplies are very small so it may later become strong when a lively demand appears. The stocks here are very small as they are in most markets.

Hay prices are lower for the past month with demand very quiet. The large crop this year has put a crimp in the hay dealers business. Until stocks are reduced there is not much good in trying to sell hay for it is at bargain prices and brings only a small trade. In this vicinity very little is being offered in the country and buyers are hard to find for any of it. The Clover and Alfalfa crops were excellent and the quality very fine so there is really nothing to bull hay on at this time.

Clover seed has shown strength of late and recovered quickly from a decline during the past month. A good demand is noted for cash and futures on all recessions offerings have been readily absorbed even with the market at top figures. Yields of new Clover were disappointing in some sections with the result that farmers have decided to hold for better prices. Around present levels the trend is debatable

and sentiment is rather mixed. The future trend will depend largely on the movement of the new crop volume of imports and the spring demand. So far receipts have been light compared with other years.

About 20 dealers attended the fall meeting of the Ohio Grain Dealers Association held in the Elks Club, Lima, Ohio, October 25. A noon luncheon was served, followed by talks by Mark Pickell, of Chicago, and L. G. Foster, of Columbus, Ohio. Entertainment in the form of interesting motion pictures was furnished by Ackerman Bros., of Lima, Ohio. A general discussion of corn crop conditions followed. Those attending from Toledo were: Louis Schuster, of the C. A. King & Co., Joe Streicher and Bill Cummings, of J. F. Zahm & Co., Bob DeVore and Chris Wessendorf, of H. W. DeVore & Co., Fred Wickenhiser of John Wickenhiser & Co., George Woodman of the Norris Grain Company, Ray Wick of the East Side Iron Elevator and Joe Doering, Charles Keilholtz and Siva Bender of Southworth & Co. Fifty-two members have been secured by Bill Cummings, secretary, since taking office in June of this year. It was the most successful meeting held for many years and dealers were well pleased with the progress made.

Bill Savage, president of the Imperial Grain & Milling Company, is building a fine new home on his up-river estate and plans to spend a large part of his time there when completed. The boys on the floor have had many good times there and can appreciate his desire to live there the year around.

"Rush" Croninger, formerly manager of the elevator at Grand Rapids, Ohio, who is now making his home in the state of Washington tells friends in his letters that it is a wonderful country out there and beyond ordinary description.

Harry DeVore, of H. W. DeVore & Co., and Charles Patterson, of John Wickenhiser & Co., who attended the Grain Dealers National Association convention at Omaha, Neb., during the past month returned to tell of the wonderful corn crop promise out there. It will be very large and of excellent quality.

Del Lloyd, of the Waterville Farmers Grain Company, Waterville, Ohio, and Lon Fetterman, of the Delta Farmers Grain Company, Delta, Ohio, were visitors on the Exchange floor during the past month.

John I. Dysert, manager of the Antwerp Grain Company, Antwerp, Ohio, died at his home in that city on October 24. His death came as a great shock to the trade here and elsewhere although it was known he had been ailing for some time.

Raymond P. Lipe, of the C. A. Kink & Co., and Mrs. Lipe have taken a suite in the new Commodore Perry Hotel and received a few friends there during a recent week-end.

The Myers Grain Company, Lockbourne, Ohio, are rebuilding their elevator which burned recently. The new plant will be 20,000 bushels' capacity, and will have a corn crib and drier.

F. C. Sparks, manager of the Tiffin Farmers Exchange, Tiffin, Ohio, and Carl Abbott, of Tiffin, visited friends on the Exchange floor Saturday, November 5, and attended a local high school football game.

Jesse W. Young, formerly in the grain business at Toledo, and now manager of the Lafayette Grain Company, Lafayette, Ind., was on the Exchange floor Saturday, November 5.

The Northwest Ohio Farmers' Grain Dealers Association held its regular monthly meeting in Defiance, Ohio, Monday evening, November 7. Nearby managers attended and several grain dealers from Toledo motored down for the evening. The next meeting will be held at Hamler, Ohio, the first Monday in December.

Among the local exhibitors at the annual food show held in Toledo during the past month were the Toledo Grain & Milling Company, the Northwestern Elevator & Mill Company, the Mennel Milling Company, and the National Biscuit Company.

Receipts of grain in this market for the past month were 260 cars of wheat, 148 cars of corn, 190 cars of oats, 7 cars of rye and 1 car of barley. Total number of cars inspected, 606.

Thousands of dollars worth of machinery bought by the Federal Government for use in the corn borer control campaign and now stored near Toledo will be loaned to farmers this fall if they will ask for it. L. H. Worthley, local field administrator, announces that farmers in the infected districts may have the use free of charge, of stubble pulverizers with tractors and power take-off attached. The farmer has only to supply the operator, and gas and oil.

Seven farmers of Ohio by producing wheat at a rate per acre double that of the average farmer in the state have earned membership in the Forty-

Bushel Wheat Club in Ohio during the past season. H. L. Longnecker, of Lucas County, leads the list of 1927 members with a wheat yield of 55.29 bushels an acre on the required 10 acres. Tied for second were Ira Marshall of Hardin County, world's champion corn grower, and his son, Glenn Marshall, with yields of 47.54 bushels per acre on 10 acres. Six of the seven winning members used the Trumbull variety of wheat which has been especially recommended as adaptable for this state.

The Toledo Transportation Club held its annual golf outing at the Sylvania Golf Club, Wednesday, October 19. Railroad officials, grain men and millers mingled in a day of golf, fun and eats. About 100 members and their guests attended.

Fred Pond, secretary of the Buffalo Corn Exchange, and Charles Wiedeman, of the Eastern Grain Company, Buffalo, motored to Toledo with friends on their way home from the Ohio Grain Dealers meeting held in Lima last month.

OMAHA

B. O. HOLMQUIST

CORRESPONDENT

THE first car of new crop 1927 corn arrived Monday, October 31, consigned to the Updike Grain Corporation from Earling, Iowa. This car tested 28.4 per cent moisture and sold at 60 cents to the Lucke-Gibbs Grain Company.

This year's corn is of extremely good quality, many samples containing less than 1 per cent of damaged kernels, and out of the 20 or 30 cars that have arrived up to this date none has contained over 3 per cent. Test weight is very good, the drier samples testing 54 to 56 pounds per bushel. On account of the high moisture content, which is expected at this season, new corn is mostly grading four, five and six, but with the favorable weather that we are having, it will be only a short time until the bulk of the arrivals will grade No. 3 and No. 4. A brisk milling and feeding demand is expected for Nebraska and western Iowa corn this year on account of its exceptionally good quality.

At the annual election of the Omaha Grain Exchange, held Wednesday, November 9, the following were elected directors for three years: H. A. Butler, president Butler-Welsh Grain Company; E. W. Taylor, president Nye & Jenks Grain Company; and G. F. Dristy of the Updike Grain Corporation. Mr. Butler and Mr. Taylor were elected to succeed themselves and Mr. Dristy succeeds F. C. Bell, who did not stand for re-election. The election of officers will be held at the first meeting of the new Board of Directors this week.

Contract has been let for the construction of an additional 1,000,000-bushel storage space for the C. & N. W. elevator in Council Bluffs, operated by the Updike Grain Corporation. The million-bushel addition to the Missouri Pacific elevator, operated by the Nye & Jenks Grain Company has been completed, and new machinery is now being installed. A Randolph Grain Drier is being installed in the Flanley Elevator in Council Bluffs, and will soon be ready for operation.

C. D. Sturtevant, president of the Trans-Mississippi Grain Company, and also president of the Grain Dealers National Association, has left for Washington, D. C., accompanied by Mrs. Sturtevant, and will be gone for two or three weeks.

C. A. Carey of the Swanick Grain Company is hobbling about on crutches due to a broken ankle. Mel Uhl, Jr., who has been on crutches for the past month, due to a dislocated knee, is now able to get about unaided.

There has been a big flight of ducks in the sandhills of northwestern Nebraska and a number of Grain Exchange members have taken time off to bag a few mallards and canvas backs. E. C. Twamley and Warren Powell have just returned from a trip and E. A. Lucke and Frank Sorenson will return next week.

Harry Clarke, Chief Inspector and Weighmaster of the Grain Exchange, together with J. W. Holmquist of the Holmquist Elevator Company, attended a sectional meeting of the Western Grain Dealers Association at Odebolt, Iowa, on Friday, November 4. They report that these sectional meetings are proving very successful.

The annual convention of the Farmers Elevator Association of Nebraska will be held in Grand Island on November 15, 16, and 17. A large delegation from the Omaha Grain Exchange will attend the meeting. It is said that the Hon. William M. Jardine, United

States Secretary of Agriculture will address the meeting, although the official program has not yet been issued.

E. P. Peck, president of the Omaha Grain Exchange, has returned from a month's vacation in the East.

E. A. Beardsley, who has been ill at home for the past two weeks, is reported to be better and expects to be on the Floor again in a couple of weeks.

Husking returns from various sections of this territory indicate that the corn crop will not be as large as expected by the farmers. Although farmers all through the territory are busy husking at this time, very few have completed their work, and not much can be told as to the actual returns from the few incomplete reports that have been received up to this time.

CINCINNATI WALLACE FORSTE CORRESPONDENT

THE wheat market here reflected relative high prices in the first week's trading of October. Premiums increased and though demand was moderately active, receipts were inadequate to supply demands of the trade. Choice milling grades were in heavy demand while lower grades were eagerly sought. Oats offering and prices remained steady with demand active in all grades. The corn situation was firm with cash slightly higher, due to light receipts. Demand for Yellow was especially good though White and Mixed were quickly absorbed. Ear corn was scarce and higher.

Like conditions in wheat continued throughout the second week's trading while the corn market remained the same as the opening week with prices slightly higher. Offerings in oats remained small and the demand for choice heavy quality more urgent, though low grades and No. 2 Mixed were in good demand.

Bearish conditions which marked other centers were predominant in wheat here during the middle of the month's trading and prices were declined for all grades. Milling demand was only fair but there was no pressure of spot offerings on the market and premiums failed to fully follow option losses. Most of the milling demand was supplied by elevators as receipts continued light. A break here in corn prices stimulated a better shipping demand to eastern points, but inquiries were for only the higher grades and poorer grades were neglected. Millers here showed little interest and industries took the lower grades only with liberal discounts. In sympathy with wheat and corn, oats prices were lower but the demand was active with buyers showing a willingness to pay premiums. Both country offers to sell and consignments were light.

In the final week's trading cash wheat here was decidedly stronger. This was caused by excellent demand from interior and southern mills and disappointingly small receipts. Higher than spot quotations were paid the country by mill buyers and elevators on several days for high protein wheat. Export inquiry was light. Oats ruled firm with slightly higher prices with exceptional demand for heavy qualities. Lighter weights sold slowly but with steady prices. Receipts were fair. Country offerings in corn reached nearly 125 cars in response to higher prices and better demand. Industries and feeders showed eagerness to purchase.

GRAIN NEWS FROM BOSTON

By L. C. BREED

Bowen & Fuller, Leominster, Mass., dealers in grain and feed, were burned out recently as were several other concerns in a large fire which visited that city. They suffered a loss of about \$25,000, their wooden building being destroyed.

Harry Vaughn, of C. M. Cox Company, has returned to the office after an absence of about seven weeks through having undergone an operation.

As arranged, Alex L. MacDonald, who is vice-president of the Boston Grain and Flour Exchange, represented it at the Grain Dealers National Association convention. At the election Mr. MacDonald was re-elected first vice-president of the association.

At the Golf Tournament, Bill Hanna and Ed Lands tied for the first prize. Another tie was Warren Torrey and George Thompson, for the third prize.

The Canadian Pacific Railroad has published ex-lake domestic rates on grain in bulk from Goderich, Kingston, Owen Sound and Port McNicoll to stations of the Boston & Albany Railroad excepting Albany, Springfield and Worcester. The rates are 24.04 cents

per 100 pounds on barley and corn; 21.07 cents on oats and 22.34 cents on wheat.

L. A. O'Toole of the Boston Grain Flour Exchange, represented it at the recent hearing in Washington before the United States Shipping Board at which New England interests sought the restoration of the ocean differentials in effect prior to the World War.

The co-partnership heretofore conducted by Caleb H. Jaquith, Carl W. Jaquith, Dexter F. Parker, Lyman G. Smith, Charles A. Perry and Maurice D. Benzaquin, has been changed by the withdrawal of Mr. Parker, Mr. Smith, Mr. Perry and Mr. Benzaquin. The business of the co-partnership will be continued by the remaining partners without change of name.

During October, in the interior sections of New England, there was a good demand for corn and a moderate activity in oats. In the metropolitan district conditions as usual were reversed, there being more doing in oats than in corn. In prices the western markets were followed. There is a good demand for chicken wheat.

Receipts of feed are light, due to the very mild weather which of late has prevailed very generally in this section. Prices are steady, but there is very little doing in sales for future delivery, as present prices are regarded as too high.

The seed dealers report country stores buying supplies of field and grass seeds for the coming season fully as freely as usual.

Receipts of hay at Boston have been fairly liberal and the quality is averaging about as good as had been expected for the new crop hay. The market is steady as supply and demand are about normal for the season. During the month of October the receipts of hay at Boston were 263 cars. Rye straw, 16 cars.

The receipts of grain at Boston for the month of October as tabulated by the Boston Grain and Flour Exchange were as follows: Wheat, 189,975 bushels; oats, 113,750 bushels; rye, 43,875 bushels; barley, 299,500 bushels; malt, 3,450 bushels; mill feed, 70 tons; oatmeal, 12,112 cases and 420 sacks.

Stocks of grain in the regular elevators as of October 29 were as follows: Wheat, 2,108 bushels; corn, 2,146 bushels; oats, 6,545 bushels; rye, 3,207 bushels; barley, 70,117 bushels.

Among the visitors to the Exchange during the month of October, outside of New England, were the following: Reed Jones, San Francisco, Calif.; John Heathfield, Chicago, Ill.; W. C. Sutherland, Duluth, Minn.; Max A. Miller, Omaha, Neb.; H. F. Schell, Lancaster, Pa.; P. J. France, London, England; R. H. Selks, New York City; L. W. McMaster, Chicago, Ill.

The retail grain dealers of New England are in the process of forming an organization. It is proposed to have a central office as headquarters, after the association is formed, in which a secretary will manage the details. This movement was first launched several months ago at a joint meeting of the Vermont and Massachusetts state associations at Woodstock, Vt. It gained further impetus at a recent conference of the executive officers of the two associations, the members of a special committee appointed to start the work, and representatives of manufacturers and distributors doing business in New England. Much of the preliminary work has already been done and some of the states not already having organizations have been canvassed and many members secured. This work has been done under the supervision of a joint committee of which W. N. Howard of Ware, Mass., is chairman. It is planned to hold a meeting at some central point early in December. At that time permanent officers will be elected. It is hoped that a large meeting will be the result of the efforts now being made. There are upwards of 1,800 dealers in the six New England states and this large number admits of having a strong organization.

THE WHEAT MARKET SITUATION

By H. S. IRWIN and GEORGE E. CANTRELL,
Grain Market News Service, Bureau of Agricultural Economics, U. S. Department of Agriculture.

Even the reduced offerings of domestic wheat were fully equal to the slackened demand during the first quarter of the 1927-28 season. With an increased supply available in the United States, most kinds of wheat remained on an export basis. Good quality Soft Red Winter wheat and high protein lots of Hard wheats were relatively scarce and commanded substantial premiums but domestic prices generally followed the downward trend in world markets occasioned by larger harvests of bread grains in the Northern Hemisphere. European demand for wheat continued broad during

the quarter largely because of the late season and heavy rains at harvest which delayed marketings and damaged much of the native grains. Record world shipments for the months July-October were readily absorbed and reports indicate that stocks of imported grain in Europe on November 1 were rather small. Prices of native wheat in several European countries declined relatively more than "world" prices.

EARLY MOVEMENT SMALLER

Although the total supply of wheat, mill stocks included, is some 55,000,000 bushels larger this season than in 1926-27, around 40,000,000 bushels less wheat was accounted for during the first quarter in millings, exports, and mill and commercial stocks than a year ago. These figures suggest that the United States had over 90,000,000 bushels more wheat available for export, carryover, or consumption on October 1 than a year ago, although trade reports indicate that more low grade wheat may be fed to animals in some sections than last year. The slow movement reflects in part the changed location of the heaviest supplies this season with about 109,000,000 bushels more Spring wheat overbalancing 74,000,000 bushels less Winter wheat.

Mill grindings July-September were approximately 11,000,000 bushels smaller than the liberal figure for these months in 1926 while net exports of wheat, flour excluded, fell 2,273,000 bushels below the comparable figure for last year. The seasonal increase in mill stocks was also nearly 20,000,000 bushels short of that for these months last year while the increase in commercial stocks was about 5,500,000 bushels less than that for July-September last year.

About 6 per cent less flour moved into domestic consuming channels during the quarter than a year ago while net flour exports fell off over 15 per cent. The decrease in the domestic movement of flour, however, may reflect smaller holdings by bakers and merchants rather than a decline in flour consumption, particularly since the wave of buying early last season doubtless tended towards increased stocks while this year buyers have seemed less inclined to anticipate future needs. Flour stocks of nearly 4,800,000 barrels held by mills on October 1 in all positions, sold and unsold, were moderately larger than the comparable figure of over 4,600,000 barrels a year back.

PRICES SHOW WIDE RANGE

While wheat averages about 20 cents lower than a year ago, according to all reported sales at six markets, quotations for best grades of Spring wheat, Hard Winter wheat, and Soft Winter wheat are substantially on the same level as a year ago but Durum wheat is selling around 40 cents lower than at this time in 1926. Quotations of slightly over \$1.20 in the Pacific Northwest are approximately 20 cents under the level of this time last year but some wet wheat there is selling under \$1 a bushel. Wheat prices in general declined about 20 cents a bushel from July through October, largely because of the exceptional increase in the Spring wheat figures of the United States and Canada from forecasts of about 584,000,000 bushels in July to preliminary estimates of 749,000,000 bushels.

The relatively high prices of Soft Red Winter wheat reflect the reduced harvest of this wheat. Best available statistics place the crop at 177,000,000 bushels, 50,000,000 bushels less than last season's outturn, and only 7,000,000 bushels more than the 1925 production which was the smallest in recent years. Some Soft wheat from the Pacific Northwest has already been received at St. Louis and doubtless increased quantities of Soft wheat and Soft wheat flour will be shipped from the Pacific Northwest to the Southeast via the Panama Canal.

HIGH PREMIUMS FOR PROTEIN

The low protein content of the Hard wheat crop forced sharply advanced premiums for high protein wheat this season. At Kansas City No. 2 Hard Winter with 13 per cent protein sold about 8½ cents higher than that with 12 per cent at the end of October. This compares with one cent difference

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last year when high protein wheat was plentiful, 2 cents two years ago, and 5½ cents at the same time in 1924. While No. 2 Hard Winter carrying 13 per cent protein was quoted up to 20 cents over the December future some of the lower grades were quoted down to 33 cents under, making a range of more than 50 cents a bushel.

At Minneapolis No. 1 Dark Northern with 13 per cent protein was selling at the end of October roughly 12½ cents higher than that with 12 per cent protein against about two cents difference last year and eight cents two years back.

Durum wheat prices have been depressed, chiefly because of the large domestic crop which is now placed at about 84,000,000 bushels. This is 170 per cent of last year's small harvest and nearly 140 per cent of the average production of 1922-26. Last year's unusual premiums for Durum were caused by the short crops in North Africa, together with some reductions in southern Italy, where Durum wheat is important. This caused an active demand for United States by Durum and the indicated exports of nearly 20,000,000 bushels represented an unusually large proportion of the crop.

Foreign competition with United States Durum in world markets during this season may be no greater than in 1926-27. Production in the exporting countries of North America is about 10,000,000 bushels above last year and early inspections suggest that the Durum crop in Canada may be larger than in 1926. However, the Italian wheat crop is some 5,000,000 bushels smaller than last year and earlier advices claimed that most of the reductions occurred where Durum is important.

WORLD PRICES LOWER

The decline in world prices to approximately 22 cents below the level of a year ago, as measured by Liverpool futures, may be attributed chiefly to the increased supplies in North America. While the production of wheat and rye in Europe outside of Russia is about 160,000,000 bushels larger than the short harvest of 1926 trade reports indicate that possibly up to 100,000,000 bushels of these grains may have been damaged beyond human consumption by rains at harvest. The remaining increase is also offset to some degree by expected reductions in Russian exports of wheat this season while the reduced harvests of corn in Italy and the countries of the Lower Danube where corn is extensively used for food will tend to increase the consumption of wheat in those sections.

RECEIPTS AND SHIPMENTS

Following are receipts and shipments of grain, etc., at the leading terminal markets in the United States for October:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1927	1926	1927	1926
Flour, bbls...	132,010	145,683	44,014
Wheat, bus...	1,112,601	1,233,372	843,818
Corn, bus...	26,226	23,569	17,143
Oats, bus...	68,291	158,426	1,125
Rye, bus...	36,832	32,184	25,974
Barley, bus...	605,998	2,070	633,712
Malt, bus...	14,648	6,681	.....
Hay, tons...	292	868	.....
Straw, tons...	11	16	.....
Millfeed, tons...	1,056	1,144	.....

CHICAGO—Reported by J. J. Fones, Secretary of the Board of Trade.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	1,736,000	1,652,000	955,000
Corn, bus...	8,464,000	14,104,000	2,826,000
Oats, bus...	3,461,000	4,015,000	2,792,000
Barley, bus...	981,000	1,056,000	221,000
Rye, bus...	292,000	467,000	239,000
Timothy Seed, lbs.	3,741,000	3,368,000	3,009,000
Clover Seed, lbs.	2,285,000	3,596,000	730,000
Other Grass Seed, lbs.	3,535,000	3,045,000	756,000
Flax Seed, bus.	310,000	315,000	1,000
Hay, tons...	7,696	15,354	196
Flour bbl.	1,171,000	1,247,000	717,000

CINCINNATI—Reported by J. A. Hallam, chief inspector of the Board of Trade.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	274,400	282,800	252,000
Shelled Corn, bus.	393,400	478,800	205,800
Oats, bus...	422,000	454,000	220,000
Barley, bus...	4,200	2,800	1,400
Rye, bus...	33,600	26,600	16,800
Ear corn, bus.	11,000	35,000	.....
Grain sorghums, lbs.	1,400	5,600	.....
Buckwheat, lbs.	7,000	.....	.....
Feed, tons...	600	2,010	.....
Hay, tons...	4,125	2,750	.....

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	30,345,086	7,404,876	26,912,071
Bonded Wheat, bus.	283,840	371,284	140,441
Corn, bus...	11,524	9,704	.....
Oats, bus...	37,161	239,136	188,622
Bonded Oats, bus.	.....	18,512	63,258
Barley, bus...	5,527,128	412,270	5,538,203
Bonded Barley, bus.	144,177	288,355	67,639
Rye, bus...	5,895,910	1,360,616	6,208,676
Bonded Rye, bus.	9,915	24,230	.....
Flax Seed, bus.	4,425,550	3,273,738	2,025,075
Bonded Flax, bus.	2,344	22,244	.....

FORT WILLIAM, ONT.—Reported by E. A. Ursell, Statistician of the Board of Grain Commissioners for Canada.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	51,415,915	56,098,066	39,296,167
Corn, bus...	4,603	5,386	4,603
Oats, bus...	1,099,987	1,718,963	83,126
Barley, bus...	5,696,365	8,392,427	5,373,343
Rye, bus...	2,381,693	1,289,027	1,921,542
Flax Seed, bus.	266,433	432,271	610,108

INDIANAPOLIS—Reported by Wm. H. Howard, Secretary of the Board of Trade.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	369,000	346,000	494,000
Corn, bus...	1,923,000	1,653,000	1,286,000
Oats, bus...	734,000	894,000	770,000
Flour bbls.	49,470	49,470	.....

KANSAS CITY—Reported by W. R. Scott, Secretary of the Board of Trade.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	8,169,000	6,444,200	5,038,600
Corn, bus...	753,000	1,525,500	910,500
Oats, bus...	560,000	360,000	264,000
Barley, bus...	228,800	9,600	80,000
Rye, bus...	45,000	64,500	49,500
Kafir-Milo, bus.	112,200	96,800	129,000
Brans & Shorts, tons	5,420	9,560	.....
Flax Seed, bus.	183,000	.....	16,200
Hay, tons...	26,412	23,304	7,284
Flour, bbls...	74,100	86,775	895,050

LOS ANGELES—Reported by M. S. Thiebaud, Secretary of the Grain Exchange.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, cars...	231	231	.....
Corn, cars...	211	259	.....
Oats, cars...	39	39	.....
Barley, cars...	179	218	.....
Rye, cars...	.....	3	.....
Milo, cars...	118	37	.....
Kafir, cars...	12	5	.....
Brans, cars...	148	154	.....
Flour, cars...	148	154	.....

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	211,680	386,400	213,132
Corn, bus...	1,104,080	932,400	888,127
Oats, bus...	1,660,600	2,068,560	1,015,458
Barley, bus...	1,208,480	851,580	315,645
Rye, bus...	66,150	113,200	42,362
Timothy Seed, lbs.	210,000	240,000	96,493
Clover Seed, lbs.	359,243	374,205	130,387
Flax Seed, bus.	175,880	121,550	.....
Hay, tons...	528	516	432
Flour, bbls...	344,664	159,250	30,465

MINNEAPOLIS—Reported by G. W. Maschke, Statistician of the Chamber of Commerce.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	21,563,680	11,919,680	7,277,140
Corn, bus...	534,350	688,330	349,080
Oats, bus...	2,572,510	2,579,400	3,114,480
Barley, bus...	2,343,000	1,643,340	2,353,290
Rye, bus...	660,340	494,140	271,660
Flax Seed, bus.	3,894,120	2,905,440	550,210
Hay, tons...	1,933	3,394	50
Flour, bbls...	36,245	30,084	1,374,333

MONTREAL—Reported by J. Stanley Cook, Secretary of the Board of Trade.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	24,667,789	14,917,134	18,715,101
Corn, bus...	62,470	113,910	9,344
Oats, bus...	812,844	175,211	504,211
Barley, bus...	8,482,500	1,513,474	4,660,195
Rye, bus...	7,527,075	1,138,333	7,070,204
Flax Seed, bus.	319,759	.....	.....
Hay, bales...	128,085	50,252	124,897
Flour, bbls...	477,652	467,923	417,595

NEW ORLEANS—Reported by S. P. Fears, Chf. Gr. Insptr. & Weighmaster of the Board of Trade, Ltd.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	134	497	1,472,708
Corn, bus...	85	216	167,203
Oats, bus...	59	77	77,979
Barley, bus...	.....	3	.....
Rye, bus...	105	5	180,000
Grain Sorg-hums, lbs.	.....	5	.....
Oct. 1927 Barge Recpts.	.....	.....	846,147
Wheat	.....	.....	46,132
Rye	.....	.....	.....
Imports	.....	.....	79,811

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	3,009,600	2,445,800	2,751,000
Corn, bus...	1,404,200	2,247,000	1,458,800
Oats, bus...	1,196,000	618,000	616,000
Barley, bus...	267,200	164,800	185,600
Rye, bus...	266,000	128,800	261,800

NEW YORK—Reported by H. Heinzer, Statistician, of the Produce Exchange.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	8,145,000	7,991,800	5,563,000
Corn, bus...	171,000	146,000	26,000
Oats, bus...	620,000	320,000	88,000
Barley, bus...	3,202,200	1,728,100	2,128,000
Rye, bus...	638,500	125,000	401,000
Clover Seed, Bales	600	124	13,553
Flax Seed, bus.	243,500	759,000	.....

Hay tons 4,401 4,552 1,297

Flour, bbls... 1,310,956 1,292,448 561,000 453

PEORIA—Reported by John R. Lofgren, Secretary of the Board of Trade.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	156,800	95,400	156,800
Corn, bus...	2,349,250	3,096,000	1,140,850
Oats, bus...	581,100	850,700	563,850
Barley, bus...	110,200	96,600	32,200
Rye, bus...	3,600	3,600	3,600
Timothy Seed, lbs.	31,160	26,900	38,146
Hay, tons...	5,520	2,440	80
Flour, bbls...	238,400	238,100	243,400

PHILADELPHIA—Reported by A. B. Clemmer, Secretary of the Commercial Exchange.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	763,372	733,251	920,783
Corn, bus...	87,952	4,597	.....
Oats, bus...	106,547	140,107	.....
Barley, bus...	54,650	2,746	22,061
Rye, bus...	117,171	7,974	152,387
Flour, bbls...	221,659	209,949	32,876

PORTLAND, ORE.—Reported by R. J. Patterson, Mgr. of the Merchants' Exchange:

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	7,886,550	5,995,750	7,255,015
Corn, bus...	123,000	168,000	608
Oats, bus...	220,000	157,500	13,054
Barley, bus...	44,800	9,600	9,360
Rye, bus...	30,000	18,000	12,000

ST. LOUIS—Reported by the Merchants' Exchange:

Receipts		Shipments	
1927	1926	1927	1926
Wheat, bus...	2,569,000	2,840,600	2,455,450
Corn, bus...	1,992,200	2,151,800	816,200
Oats, bus...	1,746,000	1,848,000	1,414,000
Barley, bus...	190,400	182,400	24,000
Rye, bus...	211,900	7,800	163,800
Kafir corn, bus.	36,000	33,600	27,600
Hay, tons...	6,912	7,356	1,152
Flour, bbls...	588,550	510,902	451,395

SAN FRANCISCO—Reported by James J. Sullivan, chief inspector of the Chamber of Commerce.

Receipts		Shipments	
1927	1926	1927	1926
Wheat, tons...	3,098	4,500	.....
Corn, tons...	1,520	4,520	.....
Oats, tons...	1,500	2,016	.....
Barley, tons...	21,915	22,131	.....
Brans, tons...	210	130	.....
Beans, sacks...	79,557	85,550	.....
Foreign Beans, sacks	1,590	.....	.....
Hay, tons...	2,768	2,656	.....

SUPERIOR—Reported by J. W. Conner, Secretary of the Grain and Warehouse Commission:

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HAY, STRAW AND FEED

HAY AND STRAW SALES GOOD

The John Devlin Hay Company, Inc., Chicago, Ill., in its letter of November 8, says: Good Timothy and Clover Mixed sells readily. Clear Clover and Alfalfa is wanted.

All kinds of straw wanted. Colder weather seems to have stimulated somewhat the demand for hay and with such weather continuing, we anticipate a continued active demand.

FEDERAL INSPECTION AT
KANSAS CITY

Federal inspection of hay was adopted last month by the members of the Kansas City Hay Dealers Association. It is probable that the contract with the hay, feed and seed division of the Department of Agriculture will extend one year, which is thought to be sufficient time to test the practicability of Federal standards in that market.

Heretofore the use of Federal grade certificates in Kansas City has been optional. Most of the trading then was done on the basis of private inspection.

POINTERS FROM THE WEST

There is but little difference in feeding value between fresh semi-solid, and dried milk products. The modern process of manufacture does not seem to change the quality of the nutrients, so that the value in each case depends on the amount of solids contained. Roughly speaking, one pound of dry milk is equivalent to 3½ pounds of semi-solid, or 10 pounds of fresh skim milk.

This is the opinion and estimate of feed experts of the University of California in Bulletin 420. Meat scraps of high quality they recommend, but warn against the off-grades to be found in any market.

COMMERCIAL PRODUCTION OF
COWPEAS SLIGHTLY SMALLER

The 1927 crop of cowpeas is expected to be slightly smaller than the big crop last year, according to the United States Bureau of Agricultural Economics. Acreage was about the same but growers do not expect yield per acre to equal that of the 1926 crop.

Favorable weather conditions for growing the crop were reported by growers in the majority of districts. Likewise favorable weather for harvesting prevailed except for hindrance by rains in Virginia, Illinois and Indiana. Harvesting began at about the same time as last year. Carryover is regarded as larger than last year although retail sales showed a 15 per cent increase.

Prices offered to growers were slightly lower than last year in the important districts. On October 18, growers were offered on the average \$1.50 per bushel, thrasher-run, compared with \$1.80 last year.

A NEW TEXAS ORGANIZATION

By W. D. HORNADAY

Sorghum grains, including milo maize, feterita, kafir corn, cane and hegari, are to be brought into an organized marketing association. The new marketing body is called the Coarse Grain Marketing Association, and it was created by the Board of Directors of the Texas Wheat Growers Association at a meeting just held. The finding of wider markets for the enormous production of sorghum grains in northwest Texas is one of the purposes of the new association. Its business will be conducted on the co-operative plan, it was stated. Judge L. Gough of Amarillo was elected president of the association. He said that it will be incorporated under the laws of Texas and will be closely

affiliated with the Texas Wheat Growers Association. The new organization will have a Board of Directors of nine members, most of whom are already directors of the Texas Wheat Growers Association. Those who participated in the meeting that brought about the preliminary organization of the sorghum grain growers were as follows: Ferd Keller, Electra; M. B. Perry, Quanah; C. W. E. Bergner, Texhoma; J. D. Christian, Floyd County; G. M. Peet, Pullman; W. R. Bradley, Mosquero, N. M.; W. C. Womble, Spearman; C. H. V. Earl, Follett; R. L. Simmons, Miami; Frank Simonton, Hale Center; R. W. B. Vencil, Swisher County; and Judge Gough.

TRANSFER IN OLD HAY FIRM

John Devlin, who for 22 years has been connected with Albert Miller & Co., Chicago, as manager of their hay department, has bought out the good will of the hay department and hereafter will conduct this department as John Devlin Hay Company, Inc. Mr. Devlin has long been recognized as an authority in the hay business and his association with the Albert Miller company has been one of marked success. The company has announced that it will not handle hay or straw in the future and any business sent to that firm will be turned over to Mr. Devlin. The Albert Miller company in announcing the change said: "We are absolutely sure that you can find no more reliable or efficient hay connection than with them. The only change will be the name."

SOYBEAN CROP SLIGHTLY LARGER
THAN LAST YEAR

The commercial production of soybeans is expected to be slightly larger than last year, according to the United States Bureau of Agricultural Economics. In general growing conditions were not favorable and yield per acre may not equal that of last year, but acreage was increased last spring and greater acreage is expected to be harvested in many of the heavy producing districts—namely North Carolina, Illinois, and Missouri. In general, production is expected smaller in most of the Eastern States except North Carolina but larger in the Middle Western States due to increased planting in late spring.

In general, harvesting of the crop began about the same time as last year and continued under favorable conditions in the East but was hampered by rains in the Midwest. Up to October 18 about 55 per cent of the crop this year as well as last year had been harvested in other states than North Carolina. In eastern North Carolina about 5 per cent had been threshed up to that date this year and last year.

Prices were not well established on that date in many sections but were lower than last year in some sections and higher in others. Offers to growers for the cheaper varieties averaged about \$1.30 per bushel this year and \$1.25 last year.

Although retail sales of soybeans showed a 10 per cent increase, the carryover is considerably larger than the small one of a year ago.

HAY MOVEMENT LIGHT

In its letter of November 10, the Martin Grain Company of St. Louis, Mo., says:

The movement of hay to market at this time is rather light but the demand is also a limited one. There is a fair demand for high No. 1 Timothy and good No. 2 Timothy but everything else is dull and slow. We are in hopes with the approach of winter

weather that we will see an improvement in the demand and correspondingly steady if not higher prices. Shipments to this market now are advisable.

Light Clover Mixed hay in scant offering with a fair local demand for No. 1 and good No. 2 but the lower grades are dull.

Heavy Clover Mixed hay is scarce and would sell well if here.

Pure Clover hay also very scarce, good No. 1 Clover is selling well but the lower grades are quiet.

Alfalfa market is steady. Receipts are not heavy and while the market is dull on the lower grades there is a very good demand for dairy hay which is selling at the highest figures.

Prairie hay market quiet, offerings are light but demand limited for a few cars of good No. 1 which would sell to advantage.

COLD WEATHER STIMULATING FEED
DEMAND

Rains and colder weather resulted in increased feeding during the week ending November 9, and demand for feeds become more active than in recent weeks, states the *Weekly Feed Market Review* of the United States Bureau of Agricultural Economics. This increased demand, together with some upward tendency in feed grain prices, caused higher quotations for most feeds, particularly as stocks in retailers' hands seemed small, so that the increased feeding inquiry was quickly reflected in the feed market. Dry weather and seasonal decline in pastures helped to increase the inquiry in the Southwest while feed markets in lower California ruled firm.

Wheatfeed prices advanced sharply with bran showing more strength than the heavier feeds. Demand, however, had commenced to slacken at a number of points at the higher levels although cold weather and some snow caused increased feeding requirements in the Buffalo territory. Production at Buffalo continued heavy and resellers and some mills were offering liberally, although a few mills were sold up for November. Demand in the Northwest slackened a little at the higher levels but in addition to the sales for nearby shipment a considerable amount had been sold for shipment as far ahead as March. Demand for bran from eastern and central states buyers was good at Kansas City, with a moderate inquiry from Texas and the rest of the cotton belt. Shorts also moved readily from Kansas City, Mo., with Texas buyers taking the largest amounts.

Linseed meal shared in the increased feeding demand but inquiry was draggy at Minneapolis at the advance of 50 cents, since liberal production had caught up with the shipping directions. Offerings continued liberal at Buffalo but demand was active and quotations were \$1 higher than a week ago. Most of the linseed inquiries were from domestic buyers.

Cottonseed meal also worked higher with quotations at Fort Worth about \$1.50 higher than a week ago. Demand became more active with the increased feeding in the northern districts but southern crushers were offering only sparingly. The crop of cotton this year is placed at 12,842,000 bales according to November 1 conditions. This is only a little over two-thirds as large as the record crop of nearly 18,000,000 bales last year and indicates that much less cottonseed meal will be available this season although less may be used for fertilizer and smaller amounts may go for export because of the higher prices.

Gluten feed was unchanged to higher. Independent mills and resellers were offering liberally at Buffalo although the corn products company was quoting only for December shipment at a 50 cents

premium over November quotations. Production was large at Chicago but the output was moving readily. Consumption of corn by the gluten feed manufacturers totaled over 8,600,000 bushels in October compared with over 7,000,000 bushels a year ago. This suggests increased production of gluten feed.

Hominy feed was steady to higher with prices fluctuating according to local conditions. Offerings of white feed were restricted at Buffalo but dealers were pressing sales of yellow feed there.

Alfalfa meal ruled steady although offerings were more firmly held at a few points. Trade reports indicate that production in some of the Northern Mountain States was being restricted because of snow which hindered hauling. Best demand continued to be for the top grades of meal.

Quoted November 9 in carlots: Standard Spring wheat bran, Minneapolis \$28; Buffalo, \$31.50; Philadelphia, \$35. Soft Winter wheat bran, Cincinnati, \$32; St. Louis \$29.25; Atlanta, \$36.50. Hard Winter wheat bran, Kansas City, \$27.60; Omaha, \$27.50. Standard Spring wheat middlings, Buffalo, \$31.50; Minneapolis, \$29. Soft Winter wheat middlings, St. Louis, \$34.75. Gray shorts, Kansas City, \$32; Omaha, \$32. Cottonseed meal 43 per cent, Ft. Worth, \$39; Kansas City, \$45.50; Chicago, \$46; Memphis, \$41; 41 per cent Memphis, \$39; 36 per cent Atlanta, \$37; Cincinnati, \$39.20. Linseed Meal, Minneapolis, \$45.50; Buffalo, \$46. Gluten feed, Chicago, \$35.70; Buffalo, \$39. White Hominy feed, Omaha, \$32; Chicago, \$33; Buffalo, \$36.50. Number 1 Alfalfa meal Chicago, \$27; Kansas City, \$22.50; Omaha, \$23; St. Louis, \$25.50.

FEED STILL INACTIVE

By C. K. TRAFTON

As October is expected to be a fair month for the distribution of feeds in the New York market the volume of business proved to be somewhat of a disappointment. While the poor response was chargeable in part to the fact that the reductions in some cases were much less than generally expected, the lack of interest among buyers was probably due to the fact that they were much more liberally supplied as a result of the belated arrival of feeds which they had contracted for previously and which had been held up for so long while millers were running far behind on their deliveries. Moreover, these supplies came at a time when actual consumption was restricted because of mild weather, with pasturage in excellent condition. There is also a great increase in the number of mills at Buffalo and other producing centers as a result of which ample deliveries may be expected even in the winter time, thus obviating the necessity of loading up and carrying supplies until lake and canal navigation is resumed in the spring. Buyers were especially disappointed regarding the reduction in the prices named for wheat feeds, the only exception being Red Dog, which is now quoted at \$35.10 compared with \$50.60 a month ago. On the other hand, spring bran is only 50 cents lower at \$33.60 and standard middlings \$1.50 lower at \$34.10. Even so, these reductions have kept the Buffalo basis below that of the northwestern mills; but at the same time, the failure to offer more attractive terms has resulted in considerable Canadian bran being shipped in. Reflecting the general downward movement of corn prices, hominy is now offered at concessions of \$5@5.50, the latter on White which is now quoted at \$38.50; or the same as Yellow. Still, offers have been light and there has been no marked pressure to sell at the lower levels, but at the same time the latter have failed to stimulate buying to any appreciable extent. Buyers of linseed oil meal are still reluctant to anticipate future requirements, taking only an odd car or so as needed for immediate use, despite the generally easier tendency of the market, notably in the west. Producers have been able to raise the protein content of their feed and more of them are offering 34 per cent feed which is quoted at \$51, compared with \$52.25 a month ago. Cottonseed oil meal has continued to move slowly, partly because prices have not shared in the general decline. In fact, the tone of the market is firmer, though prices at best are only 25 cents higher than those ruling a

month ago, with 36 per cent quoted at \$44, 41 per cent at \$46.75, and 43 per cent at \$48.75. First offers of Michigan beet pulp at \$41 have aroused little interest, partly because the price is higher than that of a year ago. Still, it is not high enough to attract offerings of foreign pulp, making it evident that European producers are selling in home markets at more attractive prices.

A NEW SERVICE WITH DRY MILK

Wheat yesterday—bread today. This seemingly impossible stunt was an actual fact during the 10 months or more of the Panama-Pacific International Exposition in San Francisco in 1915. Every day during the exposition all the bread used within the grounds was made from day-old flour.

Many a baker will remember the Sperry Flour Company exhibit, with its 100-barrel a day milling plant, its bakery turning out 1500 loaves or more of wheat bread from flour direct from the grinding rolls, and its "Bread of all nations" booths.

In charge of this work throughout the period of the exposition was P. J. Shortt, recently appointed to the bakery service work of the American Dry Milk Institute. Mr. Shortt recalls that one skeptical baker, representing a large bakery chain, stayed on the job all night to satisfy himself that it was actually the day old flour which was used in the excellent bread baked for exposition use.

Mr. Shortt used the "no time dough" method,



P. J. SHORTT

and in order to accomplish the splendid results he used 8 to 10 pounds of yeast per barrel of flour. Most bakers of the time, whose use of yeast averaged no more than 2½ pounds per barrel, were greatly benefited through this demonstration of faster dough method.

In his new field of endeavor campaigning in the interest of better bread, Mr. Shortt will contact assemblies of bakers, master bakers associations, and other similar bodies, and assist in solving production problems, particularly those involving use of dry skim milk.

Mr. Shortt's experience includes 10 years in charge of production in his own and father's bakery, nine years with the laboratory, sales, and service work of the Sperry Flour Company, and five years in charge of production, sales, and purchasing for the 34 plants of the Bake-Rite Corporation. Groups of bakers interested in obtaining Mr. Shortt's services may write the American Dry Milk Institute, 160 North La Salle Street, Chicago..

JAY BEE INSTALLATION

The following installations of the Jay Bee Feed Mill, of J. B. Sedberry, Inc., Utica, N. Y., were recently made:

Hubbard & Sons, Goodman, Mo., one No. 2 T With Fan; Follet & Emert, Dewar, Iowa, one No. 3 S Direct Connected; Cherryvale Grain Company, Cherryvale, Kan., one No. 2 Humdinger; Maple Bro., Hebron, Neb., one No. 2 Humdinger; L. W.

Loy & Son, Brookville, Ohio, one No. 3 Humdinger; Farmers Co-operative Grain & Manufacturing Company, Genoa, Neb., one No. 3 T With Fan; Frank Vance, Findlay, Ohio, one No. 3 S Direct Connected; Farmers Equity Union Exchange, Crestline, Ohio, one No. 3 S Direct Connected; Johnson & Sons Milling Company, Terre Haute, Ind., one No. 2 Humdinger; M. E. & C. L. Mead, Pataskala, Ohio, one No. 3 T With Fan; Battle Creek Food Company, Battle Creek, Mich., one No. 2 T With Fan; W. R. Scott, Ashburn, Ga., one No. 3 Humdinger Direct Connected; Galbraith Elevator Company, Newell, Iowa, one No. 3 T With Fan; George H. Nicht, Auburn, N. Y., one No. 2 S Direct Connected; Chalmers Grain Company, Chalmers, Ind., one No. 3 T With Fan; Jefferson Milling Company, Charlestown, W. Va., one No. 2 Junior with Fan; H. F. Shipton, Clarmont, Iowa, one No. 2 S Direct Connected; Cherry Fork Milling Company, Winchester, Ohio, one No. 3 Humdinger; Fiske Milling Company, Davenport, Iowa, one No. 2 Humdinger; Stoneboro Flour & Feed Mill, Stoneboro, Pa., one No. 3 Humdinger; Richmond Milling Company, Broadacre, Ohio, one No. 2 Humdinger; Waldo Co-operative Elevator, Waldo, Ohio, one No. 3 S Direct Connected; Geo. Q. Moon Company, Binghamton, N. Y., one No. 3 S with Fan; R. C. Fritz, Waterloo, Ind., one No. 3 S Direct Connected; Napanee Elevator Company, Napanee, Ind., one No. 3 T with Fan; Follett & Emert, Dewar, Iowa, one No. 2 S Direct Connected; Glen Yeater, Ashland, Ohio, one No. 3 T with Fan; Hubbard & Sons, Goodman, Mo., one No. 2 T with Fan; K. F. Sonner, Noble, Ill., one No. 3 S Direct Connected Mill, (this is Mr. Sonner's second Jay Bee Mill); Arkadelphia Milling Company, Arkadelphia, Ark., one No. 3 S Direct Connected (this is the third Jay Bee these people have had).

NEW FEED BRANDS

"ROYAL PALM" stock and poultry feed. Cosby-Hodges Milling Company, Inc., Birmingham, Ala. Filed August 15, 1927. Serial No. 259,464. Published October 11, 1927.

"DAIRY FEED" dairy feeds. Molony & Carter Company, Charleston, S. C. Filed August 13, 1927. Serial No. 253,430. Published October 25, 1927.

"HIAWATHA" animal feeds. Hiawatha Grain Company, Minneapolis, Minn. Filed March 24, 1927. Serial No. 246,282. Published November 1, 1927.

"IDEAL" chicken feed. Josey-Miller Company,

HIAWATHA ROMO
ROYAL PALM

DAIRY FEED
IDEAL
VER-I-BEST
EXTRA SPECIAL RAMBO

Beaumont, Texas. Filed August 19, 1924. Serial No. 201,613. Published November 1, 1927.

Not Subject to Opposition

"ROMO" horse and mule feeds. Molony & Carter Company, Charleston, S. C. Filed August 13, 1927. Serial No. 253,435. Published and registered November 1, 1927.

"VER-I-BEST" poultry feeds. Molony & Carter Company, Charleston, S. C. Filed August 13, 1927. Serial No. 253,425. Published and registered November 1, 1927.

"RAMBO" horse and mule feeds. Molony & Carter Company, Charleston, S. C. Filed August 13, 1927. Serial No. 253,436. Published and registered November 1, 1927.

"EXTRA SPECIAL" dairy feeds. Molony & Carter Company, Charleston, S. C. Filed August 13, 1927. Serial No. 253,429. Published and registered November 1, 1927.

ASSOCIATIONS

CONVENTION CALENDAR

November 15-17.—Annual meeting of the Farmers Elevator Association of Nebraska and Farmers Managers Association of Nebraska, at the Hotel Yancey, Grand Island, Neb.

November 29.—December 1, twenty-first annual convention of the Farmers Elevator Association of South Dakota at Huron, S. D.

February 8-10, 1928.—Silver Jubilee convention of the Farmers Grain Dealers Association of Illinois, at Springfield, Ill.

February 22-23.—Mid-winter meeting of the Eastern Federation of Feed Merchants, at the Arlington Hotel, Binghamton, N. Y.

SOUTHERN FEED MEN MEET

The second annual convention of the Southern Feed Manufacturers Association was held October 17, 18 and 19, at the Peabody Hotel, in Memphis, Tenn. The meeting was called to order at 10 o'clock the morning of the first day by Secretary E. P. MacNichol, who commenced by reporting the illness of President J. B. Edgar. The secretary then made the opening address, after which H. J. Schlafly, of Gober's Great Eight Milling Company, Jackson, Miss., spoke on "The Cost of Doing Business." Following this, there was an address by W. E. Suits, vice-president of The Quaker Oats Company, Chicago, Ill., and president of the American Feed Manufacturers Association. A. F. Seay, vice-president of the Ralston Purina Company, St. Louis, Mo., also spoke, as did also Dr. J. N. Sample, chief chemist of the State of Tennessee. F. B. Quackenboss, manager of the Tennessee Inspection Bureau, talked on various phases of the insurance question as related to the feed milling industry.

President Edgar was in attendance the second day and made an address. The third day's session was executive in nature and limited to members only. Dues for membership for the ensuing year were fixed, on motion by Mr. Wilkinson, on the same basis as the last two years, and for the same amount Ballard & Ballard Company, of Louisville, Ky., and Gober's Great Eight Milling Company, at Jackson, Miss., were formally accepted as members. The application for membership of Alfocorn Milling Company, of St. Louis, was also announced.

The association went on record as favoring some action in Mississippi, seeking to give to feed law enforcement officials adequate revenues for the fixing of their department from feed taxes collected in that state. Small package differentials showing particularly in reference to 8½'s was brought to the attention of the convention by Mr. Brewer, of Ballard & Ballard Company, but no change was offered association's suggestions of a year ago that the differentials on small packages be \$2, \$4 and \$6. Mr. Brower thought that a \$9 differential nearer met the cost on 8½-pound sack. The sentiment was apparently unanimous that it would perhaps be better to put out small package feeds as cheaply as possible. Its tonnage in this small package goods is negligible as compared with the whole and that 8½-pound packages have some advertising value. The association, also, went on record in favoring a revision of the by-laws to permit associate memberships, with a minimum fee, as dues, of \$100 a year, the number and character of these memberships to be determined by the Executive Committee. No voting power, however, was given associate members.

After considerable discussion the question of changing sales period in uniform sales contract was disapproved. It was the unanimous consensus, among the members, that they should not endanger the uniform sales contract by any revision whatever. Consequently the 60-day sales limit clause remains unchanged. President Edgar then called on the Nomination Committee and the convention went into election of officers, with Vice-President Keith in the chair.

Upon the adoption of the report of the Nominating Committee, the following were declared elected for the ensuing term: President, G. G. Keith, Hermitage Mills, Nashville, Tenn.; vice-president, A. T. Pennington, Royal Staf-o-life Mills, Memphis, Tenn.; treasurer, Will A. Hall, International Sugar Feed Company, Memphis, Tenn.; and Executive Committee: J. B. Edgar, Happy Feed Mills, Memphis, Tenn.; L. R. Hawley, Quaker Oats Company, Memphis, Tenn.; C. B. Fretwell, Spartan Grain & Mill Company, Spartanburg, S. C.; E. Wilkinson, Western Grain Company, Birmingham, Ala.; H. J. Schlafly, Gober's Great Eight Milling Company, Jackson,

Miss.; G. J. Stone, Universal Mills, Fort Worth, Texas; and Frank G. Brewer, Ballard & Ballard Company, Louisville, Ky.

Resolutions were adopted thanking President Edgar for his services, complimenting Secretary MacNichol on his efficiency and excellent results; and thanking various speakers for their addresses. Dr. Sample was complimented in a resolution, and thanks for the entertainment were extended to the Royal Feed & Milling Company, the International Sugar Feed Company, the Happy Feed Mills and the Quaker Oats Company. The report was signed by E. Wilkinson, chairman, and John Wilson and L. R. Hawley.

A banquet was held at the Colonial Country Club the second night. The evening of the first day was not scheduled but the afternoon was devoted to visiting the National Dairy Show at the Tri-State Fair Grounds. Golf tournament prizes were awarded at the banquet.

OHIO DEALERS MEET AT LIMA

On October 25 President Philip C. Sayles called the midyear meeting of the Ohio Grain Dealers Association to order at the Elks Club, in Lima, Ohio. Luncheon opened the meeting and a large attendance was in evidence, the registration exceeding 150. Mark Pickell of the Pickell-Daniel Company, Chicago, was the first speaker, and his subject was "The Dollars and Sense of Grain Prices." He said, among other things:

Making a recapitulation of all of the world statistics to date, we find a total wheat supply of 3,578,000,000 bushels compared to 3,447,000,000 last year. This is the second largest supply of wheat the world has ever had. It exceeds the supply of 3,556,000,000 bushels of 1923 when prices went down to 96 cents a bushel. It is not quite so large as the supply of 1915 when prices went to 89 cents a bushel.

That is actual available supply. In addition, the weather this year has been truly wonderful for the planting of the new winter wheat. All of my reports to date point to an increase of anywhere from 10 to 25 per cent in wheat acreage, and it has had most excellent soil and weather conditions. Men from Kansas tell me that they have never had a failure when wheat went into the ground in such condition as it is this year, and that they are seldom bothered with fly damage.

Under those conditions, and especially with Canada right now threshing and marketing wheat at the rate of 6,000,000 bushels a day, with that wheat being simply poured onto the market so that it will not be bottled up in the country when the lakes freeze up, what is there to get bullish on? So far the only actual demand has been in the wheat pit. Many boats have gone down the lakes that were not sold and which could not be sold after they left at the cost of replacement of the wheat at the loading port. The wheat must move—and Europe knows it just as well as we do.

There is an above-normal supply of wheat. The only way you can get the producers to cut down the production is to force a price that will bring the situation most clearly to their attention. An advance in wheat prices at this time will not cause farmers of Canada and of India and of Europe to reduce their acreage. An advance now will cause them to increase the acreage. And with 100,000,000 more to export from North America than last year, with more in Africa and more in Asia to export; with a greater crop than last year in Europe and therefore a demand for at least not more than they had last year, some steps must be taken to reduce production, or wheat will be a drug on the market and farmers will once more be going bankrupt. Farmers will raise a howl if prices break. That is true enough. It will cause more agitation in Congress than ever. But if you men will carry the message to them and to the farmers all over the world, I am sure that you can help do by education what a low price will force despite all the assistance that Congress will talk about, if the supply keeps on increasing at the rate it has for the last two years.

Why should not this organization or your national organization tell the farmers now that the reason wheat prices are declining is because (1) the world has this year produced too much wheat, this being the second largest supply on record; and (2) instead of steps being taken to cut down on production the farmers are doing everything in their power to increase production.

Why wait until some congressman tells the world that the short selling is the cause of lower prices? Why give some farm agitator a chance to inflame the farmers against the grain trade by telling them lies about this last decline?

We have a larger crop than that of 1923 when prices went to 96 cents a bushel. We have almost as large a crop as that of 1915 when prices went to 89 cents a bushel. Why don't you tell the world about this now?

The Department of Agriculture can not do it. Their hands are tied absolutely by politics. They tried to tell cotton farmers what would happen to the market, and although the market did exactly as they said it would, the department immediately got called down from all over the country. They tried to warn farmers some time ago that there was too much wheat in the world and that if those farmers persisted in increasing acreage as was intended, prices would go down. And prices have done the exact things that the department told them, indirectly, would come to pass. Yet right now the hands of the Department are absolutely tied even to pointing out the facts to the farmers.

Are you men going to sit idly by and wait until Bill Birch of Missouri, Lowden or Thompson of Illinois, or some of the other political howlers get up and capitalize this at your expense?

Mr. Pickell also discussed corn prices and illustrated his remarks with graphs. He concluded by saying that if there were a normal supply of corn this year it would seem logical to him to expect the limit on the down side to be around 77 cents, where the last heavy work was done by the May, December and September futures last year. On the advances, he said, it would be possible that corn might run clear up to \$1.10 per bushel if conditions later warrant it, but corn right now has finished no period of accumulation.

A moving picture of the Tunney-Dempsey fight was shown, through the courtesy of Acherman & Co., Lima; after which reports on the corn crop were made by various members present. L. G. Foster of Ohio State University spoke on the cost of operation of country elevators, and he said that his research had indicated that there was a variation in costs per dollar of sales ranging from 4.7 cents to 9.5 cents. Three things determined these costs: Volume of business, relative percentage of merchandise and grain handled and efficiency of management.

The meeting authorized Henry Goemann to represent the association in the pending effort to get equitable legislation regarding telephone tolls, and the membership also went on record as favoring having weight tickets tacked inside of grain cars.

The question of where the annual meeting should be held next spring was discussed and several places mentioned, the final determination being in the hands of the Board of Directors.

TRANSPORTATION

DECEMBER TO HALT LAKE SHIPPING

The Great Lakes Transit Corporation, says the *Northwestern Miller*, has announced that its last eastbound steamers of the 1927 lake season will leave Lake Superior ports on November 30. Freight for lake-and-rail shipment must be on hand prior to that date.

LOWER GEORGIA RATES

Handlers of grain, feeds, and flour in Atlanta, Ga., are among the interests advantageously affected by new southeastern rate schedules announced by the Interstate Commerce Commission. According to the Atlanta Freight Bureau, Georgia firms are included in the industrial groups on whose shipments the revised southeastern freight rates are to be applied.

CANAL TONNAGE GAINS

In October, 1927, 89,873,355 bushels of grain came east through the Sault Ste. Marie canals, a gain of 24,000,000 bushels over 1926. This movement takes in both Canadian and American grain. It is pointed to as confirming estimates of the heavy tonnage of American wheat which substituted for the delayed Canadian movement.

In spite of an almost unprecedented increase in eastern bound grain tonnage, the aggregate of all freight passing through the canal locks was 1,500,000 tons less than in October, 1926. The severe decline in iron ore shipments brought about the less favorable October, 1927, traffic showing.

CHICAGO GRAIN HEARING NEXT

The grain and grain products rate hearing which began in Minneapolis on September 15 temporarily ended the first week in November, when a recess was called pending resumption of the hearing in Chicago on November 29.

More than 16,000 typewritten pages of evidence were taken at the Minneapolis hearing alone. Grain dealers, traffic clubs, millers, various state officials, and rail attorneys will swell the volume of testimony when they meet in Chicago after Thanksgiving.

HOCH FAVORS WIDER POWERS FOR RATE COMMISSION

In answer to the letter written by Clyde M. Reed to members of the Kansas delegation in Congress suggesting action by that body for the relief of western grain farmers on account of the supposed effect upon their business of the cut in export grain rates made by the Canadian commissioners, Representative Hoch said that the Interstate Commerce Commission, if not already having the power to make export rates on grain lower than the domestic rates, should have that power conferred by legislation. Mr. Hoch said there was some question of the power of the Commission, under the present law, to establish a differential on American wheat for export, but he said he was not so sure it could not do it. He said that if the Commission could it should certainly give the matter most serious consideration with a view to helping overcome the handicap American producers seemed to have in competition with Canadians in the export trade.

FIELD SEEDS

HELENA, Mont., to most people is merely the capital of the state, provided they have remembered their geography. To others it is the key that unlooses a flood of memories of earlier and more hectic days in the growth of the nation. Most people if they think of it do so in connection with mines or allied interests and it is quite natural that they should do so for the town is the center of a famous mining district. It owes its origin to a placer mine that was located on what is now the principal street of the city. A bronze tablet has been erected on the Montana Club Building and it gives this information to the passer-by who would stop to read:

DISCOVERY OF GOLD IN LAST CHANGE GULCH

On this placer mining claim gold was discovered on July 14, 1864, by John Cowan, John Crab of Georgia, Bob Stanley of London, England, and D. J. Miller of California, known as the "Georgians," who were returning from an unsuccessful prospecting trip to the Kootenai country. This district was known as Last Chance until October 30, 1864, when it was named Helena. This memorial of the achievement of these pioneers is erected by the Historical Society of Montana and the Society of Montana Pioneers.

Daniel Hilger, Montana state historian, writing



OFFICES AND DOWNTOWN STORE

in *The Helena Independent*, says, "I first saw Last Chance Gulch in 1867 and the great activity of mining, freighting and arrival of immigrant outfits blocked the then forming Main Street with bull teams, mule teams, pack outfits and every form of conveyance from a single rig to 12 yoke of oxen and three large wagons conveying freight from Fort Benton, head of navigation on the Missouri River, to Helena. Livery stables and corrals were numerous. Hotels like the Cosmopolitan and International did a thriving business and it must not be forgotten that Helena was the center of a large mining district in the nearby gulches, notably old Confederate Gulch with Diamond City as its center where the richest deposits of placer gold ever found were cleaned up on what is known as Montana Bar.

"Saloons, the 'hurdy gurdy' houses, and gambling in every form were wide open and after their day's work in the placer 'diggins' the men would flock to town in the evening. The stores were open as long as customers came and the night in the mining camp was more lively than the day."

Crooked, winding Main Street of today with its numerous abandoned stores has little about it to suggest its earlier days of feverish activity as described by Cornelius Hedges in 1898. He tells how during 1865 and 1866 all lower Main Street below Wall Street was worked with open sluices, even under buildings that had been erected. This made it necessary for the owners to make terms with the miners or have their property cave in. He says, "There was no passage up and down lower Main Street except over temporary bridges and many of the houses stood on stilts. The miners had the right of way everywhere and no one disputed their superior title. Tunnels were run from the gulches on both sides, even under the ground where our court house now stands. An underground channel of water still exists under a portion of Rodney Street."

I have often heard it said in and around Helena that if Main Street could be torn up and panned today it would yield high returns in placer gold and in this connection it is interesting to note what Mr. Hilger has to say. "As to the prevalence of placer gold along upper Main Street, I can recite an actual experience in which I participated. The city of Helena in its earlier history had three great fires, the first in 1869, another in 1872 and one in 1874, all three of which destroyed the upper part of Main Street and other side streets. Immediately after the first great fire in 1869 I noticed several miners panning dirt taken from selected spots on Main Street. As a boy I was

Seed Sales Succeed in Old Mining Town

By H. W. JEFFRIES



not slow in 'catching on.' They told me that they had gotten as much as two or three dollars per pan from dirt taken from where the saloon bars had been located.

"At the bars the gold dust was weighed by the customary gold scales used in the saloons. I promptly rustled a goldpan and did likewise and was rewarded for one day's work by a clean-up of \$35 worth of dust. My father doubted my story but he went down with me next morning and promptly followed suit. During the course of a day or two the creek, Last Chance, was lined with men panning out big pay from the ashes and dirt along Main Street. The careless handling of the dust through over indulgence in strong waters by the customers at the saloon bar caused the



PLANT OF THE STATE NURSERY & SEED COMPANY, HELENA, MONT.

waste. At that time there were no 'greenbacks' except in fractional currency of 10, 25 and 50 cents and no silver. It was all gold dust, weighed out in any settlement; which was frequently at the bars. Hence I am firmly convinced that if upper Main Street was burned out it would prove a bonanza as a placer claim right now and would yield a handsome profit in lieu of the old eyesores and untenanted buildings on the street today."

I can add to the foregoing that I know of several ex-soldiers who while staying at the Government hospital near Helena found a profitable form of recreation in wandering over the surrounding hills equipped with a little pick, a pan and a small bottle. With each succeeding trip the bottle grew heavier and fuller of the precious yellow metal.

But no thought of gold or of mining was with me when I came to Helena this time. I did find "pay dirt" though in the plant of the State Nursery & Seed Company. While mining is the basic industry of this state, agriculture has become of great importance and is becoming of greater magnitude with the passing of every year. East Helena, lying but a short distance from Helena, is the home of large smelting and refining plants and is also of importance from an agricultural standpoint. It is in the heart of a fertile and highly productive valley. Surrounded by mountains it is assured of an abundant water supply and fertility and water seem to go hand in hand. Its growing season is the same as central Iowa which is longer than most parts of the West. Small grains show an unusually heavy yield and considerably above the average for the nation, due possibly to the complete absence of black rust which is unknown here. Wheat, barley, rye and oats do very well here on both irrigated and non-irrigated lands.

One of the factors or great forces in the development of the state in this way has been the

State Nursery & Seed Company. For over 36 years they have been growing and testing seed primarily for the northwest farmer. Countless thousands of tests have been made in their proving grounds which are located about three miles from their downtown offices and salesrooms. Here the company's greenhouses can be found in a pretty little valley along the road to Colorado Gulch and Rimini, both names long interwoven with mining interests. Here in the mouth of a canyon on the foot of the Eastern slope of the Continental Divide at an altitude of 4400 feet are their 55 greenhouses. Each section is in charge of an expert in his particular line, for example, 14 of these houses are devoted exclusively to the cultivation of carnations and require about 50,000 plants to fill them. Many of these men have been with the company for long periods of time while others have secured their training elsewhere.

When Mr. Mills and his father, the founders of this company, were looking for a suitable site for a greenhouse they came to this valley and it looked just like what they wanted. Where the first greenhouse to be built now stands was then the camping grounds of a wandering tribe of Cree Indians. As Mr. Mills remarked, "It was not quite as well cultivated then as it is now." The ground was rough and rocky with plenty of places full of dense underbrush. Now their well tilled acres extend for more than a mile along this narrow valley. The original greenhouse has been supplemented by many more so that at present they have a total of a quarter of a million square feet of glass. I found Mr. Mills on a bright spring day in the midst of acres of pansies, more pansies than I thought would be in all the world. His eyes, however, were on the nearby creek which was swollen to twice its normal size due to the melting snows. I have upon other occasions fished this same stream and taken a speckled trout or two so I remarked that the fishing shouldn't be so very good at the present time due to the high water. This precipitated a discussion of fish, trout in particular, and their habits and of the all



LATEST ADDITION TO THE STATE NURSERY

important question, "Where do they go in high water time?"

Mr. Mills was born in England and came to this country when a small boy, his family settling in Virginia. Later he came west when a young man. In spite of the encroachment of the years his hair is still a deep dark brown with only the suggestion of gray at the edges. He is an outdoor man taking a keen interest in all natural life and fond of fishing and hunting. You millers and seedsmen who have similar likes should have your places of business near this region for really good fishing can be had within 30 minutes of the town; in season an hour or two of travel will bring you to wild fowl hunting and deer can be found within 10 miles. Out here among the hills away from the city lives Mr. Mills, surrounded by the tangible results of a life time devoted to the work he loves.

The most recent addition to the plant has been another greenhouse built on land which the company let the Government have several years ago for experimental purposes when the dry-farming subject was receiving so much attention in this area. At the present time more than 700 varieties of grains and flowers are under test and this testing process is a continuous one for it is only part of their effort to give the customer the varieties that are best suited to the rigorous northern climate. They believe they should do their experimenting and not their customers. Their method of testing calls for the planting of an entire plot of each variety and not a few well chosen plants. This plot is grown under conditions as nearly

approximating those that the customer would have as is possible. They believe this is the only way in which a correct idea of the worth of any particular variety can be determined. Nearby are the famous Broadwater Hot Springs and in the winter time these are used for heating purposes, although in late years it has been found necessary to supplement this system with the use of the more conventional boiler and steam system. The supply of hot water has not lessened but due to the growth of the nursery the demand has become too great for this natural heating plant to take care of.

In 1890, the two Mills, father and son, with the aid of one assistant founded the company which now employs between 70 and 80 people and makes shipments to all parts of the world. The downtown store on Fuller Avenue carries a full line of retail seeds, bulbs, cut flowers, poultry supplies and tools for the gardener. The offices are centered here and about three blocks to the East near the Great Northern depot is the warehouse and seed cleaning plant. This is a brick building four floors high of reinforced concrete and so closely have fire resistant principles been followed in its construction that it enjoys the second lowest fire insurance rate in the city. A full basement offers ample storage facilities for potatoes and similar stock. N. F. Graves is the manager of this part of the business and is assisted by a crew of eight men. Completeness of service as well as speed is their aim and he and his crew are ready at a moment's notice to supply either a single package of lettuce seed or a carload of Alfalfa seed.

The states from which they draw the largest share of their business are Montana, Wyoming, Oregon, Washington and Idaho, although shipments have been made to such far away points as Yokohama. At the time I called they were well over the busy season for the spring planting had been done and with the passage of Memorial Day the peak demand for cut flowers had been reached and met. Mr. Graves has been associated with the company for the past seven years. He is the gentleman wearing the hat and the smile on the extreme left in the accompanying picture. Next to him is W. N. Duncan who has been a member of the organization for 12 years and next to him are the Rutherford brothers, Clarence and George, respectively.

The first floor of the warehouse is used for feed storage and shipping purposes although the actual preparation of stock for shipment is done on the third floor. The cleaning department uses two clipper cleaners and a hulling and scarifying ma-



CORNER OF CLEANING DEPARTMENT

chine. Power is electric. A cleaner is directly driven by a 7½ horsepower unit; the huller uses a one horsepower motor and the elevators use another of the same size. The two clipper cleaners divide time on a three horsepower machine. The grinder is something of a mystery as no name plate could be found on it and it is powered by a 10 horsepower motor. With the aid of this equipment the company turns out a number of kinds of dairy feeds which are finding favor with the local feeders of livestock.

Additional storage space is offered on the second floor for sacked grains and seeds. The third floor is used as storage for all recleaned seeds and is also the location for the hopper bins which feed the grinder below. Gravity chutes are used between floors and for both the loading of trucks and all railroad cars. What goes down must first go up and it is here that a 1½-ton elevator gives quick service.

This company carries a full line of Pratt's poultry feeds and is also a jobber for the Blatchford line of feeds. A business of this nature has many uses for bags and so it is that the name of Bemis can be seen everywhere about the plant with little effort. The weighing equipment comprises three platforms, two hand scales and one hopper of 6,000 pounds capacity which is located in the basement.

Aside from the problem of local deliveries transportation becomes an item of great importance to this company with its several branches which must maintain close contact each with the other. Were its business all under one roof the matter would

be far simpler. Service between warehouse and nursery; between office and warehouse or from office to nursery must be quick, dependable and economical. To meet this condition they use three trucks. One of these is a Dodge with a light delivery body attractively trimmed and carrying advertising slogans used mainly for the delivery of flowers and small supplies from the downtown store. The warehouse employs a Chevrolet truck for their heavier hauls and the lighter loads are handled by a light truck which is very frequently met with on the highways of this country.

With the mining background this locality has it is fitting to tell the story of how the contractor who made the excavations for the warehouse made double wages on the job. It was in 1912 that the contract was let for the erection of the building and the dirt removed was taken to one side by the contractor and carefully panned with the result that he secured enough gold dust from the dirt to more than pay for the expense of digging it out. It would make a good story to say that the contract was let on this basis but I must stick to the facts for they sound fictional enough.

In the late sixties thousands of men came to this region in search of gold but it had to be quick gold. Many of them found it, enriching the world's supply of the precious metal and, leaving but a hole in the ground they were gone to newer and richer fields. The Mills came a few years later in search of the opportunity to be of service and to help develop the agricultural resources of the country. They found what they sought and in the finding of it have erected a monument not only to their own industry but also to the pioneer spirit and vision which prompted them to leave



PART OF CREW AT WAREHOUSE

N. F. Graves, manager; W. N. Duncan, Clarence Rutherford, George Rutherford

the state of Virginia and come to this western land.

The State Nursery & Seed Company is now upon its thirty-seventh year of growth for it has always been that, each year has found the company a little larger than before and with ever widening fields of activity; indicating that the company's belief in the possibilities of the great Northwest have not been placed amiss.

INDIANA SEED NEWS

By W. B. CARLETON

Seed dealers at Evansville, Ind., and other points in the state, both wholesale and retail, report that their trade during the past month has been fairly good, but they have enjoyed nothing like a rush in business. Clover hulling in southern and central Indiana was not finished this year until late in October and the yield was not as large as compared to former years. Some dealers report that the seed market during October took a decided slump. The yield of Red Clover in southern Indiana was fairly good this fall. The Timothy yield was one of the largest and best in several years past. The cold damp weather of last spring and early summer proved to be beneficial to the Timothy crop and the quality of the hay was very good. Reports from the rural sections of the state are to the effect that there has been no improvement in trade for the past month. Indiana farmers finished their wheat sowing late in October and the climate and soil conditions were ideal for the sowing of the crop. A much larger acreage was put in this year than in previous years. Corn gathering will start early in November. From all reports the corn yield in Indiana this year will be about 60 per cent normal. In fact some fields that were planted late will amount to practically nothing and will hardly make good fodder. Some of the early planted fields will show up well. Many of the Indiana farmers did

not put up any feed this fall. Seed dealers say that from present indications there should be a good demand for seeds early next year as indications point to good crops in all sections of the state. This year, taken as a whole, has not been good for the seed business. Evansville seed houses sell a great deal in western and northern Kentucky and they report conditions in that state have not been promising. Southern Indiana farmers are in a better shape than they were a year ago, taking all things into consideration and one hears less of the farm problems than he did a year ago.

The yield of Alfalfa in southern and central Indiana this year was splendid and many of the farmers got as high as four cuttings from their crop. Indiana farmers have been running more and more to the growing of Alfalfa during the past few years. They say it is a crop easy to grow and that the profits are good.

Louis L. Kindermann and his brother, Charles Kindermann, dealers in seeds at Boonville, Ind., have been appointed on a committee by the Boonville Business Men's Association to arrange a Farmers' Short Course at Boonville on December 6 and 7. It is expected the event will be attended by several thousand farmers in Warrick County and adjoining counties.

E. E. McAtee, who for many years has been associated with the Ohio Valley Seed Company at



INTERIOR OF ONE OF GREENHOUSES

Evansville, has returned from a trip through Pike County and adjoining counties. He says the seed business in that section has not been any too good this year, but he is looking for a marked improvement in trade by early next spring. Mr. McAtee has a wide acquaintance among the farmers of southern Indiana, southern Illinois and western and north Kentucky.

Oscar A. Cook, seed broker at Boonville, Ind., who was in Evansville recently on business, reported he will make a number of improvements in his warehouse during the coming spring and summer.

The corn borer is now reported in 131 townships in 16 counties of northeastern Indiana, according to recent reports from Frank N. Wallace, state entomologist of Indiana. His scouts in the field are doing all in their power to curb the pests. A large number of Indiana farmers from the vicinity of Bluffton recently made a motor trip to northern Ohio, Michigan and Canada to see the corn borer infested areas.

Many of the farmers in southern and central Indiana are reported to be holding their old corn crop in the belief that corn prices are going to advance some time before the first of next year because this year's yield is below normal. Many grain and elevator men are predicting that corn will go to \$1.50 a bushel by early in the year of 1928. A great many of the Indiana farmers are laying aside their choice ears from this year's crop to be used as seed corn next spring. This was done upon the advice of county agents over the state. According to late forecasts of agricultural authorities at Purdue University at Lafayette, Ind., the corn yield in Indiana this year will be under that of last year.

John P. Chrisney, leading merchant, who died recently at his home at Chrisney, Ind., at the age of 65 years, for many years was a large handler of seeds and was well known in that part of the state. Mr. Chrisney formerly was a member of the Indiana state legislature, having represented Spencer and Perry Counties. The town of Chrisney was named in honor of his father, the late John B. Chrisney, one of the pioneer settlers of southern Indiana.

RED AND ALSIKE CLOVER SEED MOVING AT HIGHER PRICES

Movement of Red Clover seed was slightly accelerated during the two weeks ending October 25. The United States Bureau of Agricultural Economics estimates that about one-third of the crop had left the farms up to that date. This movement was about the same as a year ago but slower than two years ago. The movement of Alsike Clover was slow during the two weeks bringing the total movement for the season to 60 per cent on October 25 compared with 75 per cent last year and 65 per cent two years ago.

(Continued on Page 334)



ELEVATOR AND GRAIN NEWS

MINNESOTA AND WISCONSIN

Operations have been started in the Medford Elevator at Medford, Wis.

A. G. Dahl is manager of the Farmers Co-operative Elevator of Dawson, Minn.

The plant of the Hawley Farmers Elevator Company of Hawley, Minn., has been motorized.

An addition is being built to the coal sheds of the Farmers Elevator Company of Nashua, Minn.

The Farmers Elevator at Stockton, Minn., is practically completed and ready for operation.

The Hynes Elevator at Rosemount, Minn., has been leased by Leo Fluegel, who will open a feed mill.

The Boulay Bros. have repaired their elevator at Fond du Lac, Wis., which burned, and have it in operating condition.

Electric motors have been installed together with an elevator drive on the elevator leg of the Barrett (Minn.) Grain Company.

The Chandler Elevator Company has bought the property of the Chandler Farmers Elevator Company at Chandler, Minn. E. W. Eaton is manager.

A warehouse at Amherst Junction, Wis., has been bought from the J. R. Biggs Company by J. E. Kozickowski who will use it to store grain.

The new warehouse of the Dadmun-LaBudde Company, West Allis, Wis., has been completed. It will handle a complete line of grain, flour and feed.

An addition has been built to the warehouse and grain elevator of the Northern Milling Company of Shawano, Wis. A spur track has been built to the elevator.

G. A. Smythe is now manager of the Farmers Elevator Company of Clinton, Minn., succeeding M. A. Beaty who is now agent for the Monarch Elevator Company at Wheaton.

Plans are being made by the Springfield Milling Company of Springfield, Minn., for the erection of a 150,000-bushel elevator replacing the one which burned on October 17. It will be of fireproof construction.

The Calumet Elevator at Milwaukee, Wis., of the Froedtert Grain & Milling Company is now designated as a registered storage house. The registration of receipts is authorized to a maximum of 400,000 bushels.

An addition has been built to the elevator of the Union Elevator Company at Minneapolis of 1,000,000 bushels' capacity. The Fegles Construction Company which is doing the work will have it ready by the last of November.

WESTERN

The Northland Company is building a grain elevator at McElroy, Mont.

Improvements and repairs have been made to the elevator of the Eastern Montana Company of Hysham, Mont.

The Haxtun Farmers Co-operative Elevator Company of Haxtun, Colo., will install a grain cleaner in its elevator.

The new elevator of 110,000 bushels' capacity of the Lincoln Grain Growers, Inc., at Lincoln, Calif., has been completed.

The Farmers Elevator at Hardin, Mont., is again owned by J. H. Jesser. He sold the elevator about three months ago to Reed Bros.

The new 55,000-bushel elevator of the Farmers Elevator Company at Nashua, Mont., has been completed. O. E. Camburn is manager.

A modern elevator, steel clad, with capacity of 40,000 bushels, is being built at Lindsay, Mont., for the Eastern Montana Elevator Company.

The La Junta Milling & Elevator Company of La Junta, Colo., has completed its 30,000-bushel cribbed elevator. L. S. Mahoney is manager.

The Hanford Street Elevator, Seattle, Wash., is to be equipped with a Hess Grain Drier of 2,000 bushels per hour capacity. It will cost \$75,000.

J. H. Vickery, Charles H. Sorenson and Theodore Taylor have incorporated at Longmont, Colo., as the Longmont Grain Company. Its capital stock is \$30,000.

Charles Kreitman has let the contract for the erection of a 12,000-bushel studded iron-clad ele-

vator and warehouse at Kit Carson, Colo. It will contain seven bins, one leg, Fairbanks-Morse 10-horsepower oil engine and one truck dump.

The Cody, Wyo., elevator of A. D. Persson of Cheyenne has been sold by him to J. R. Olson of Lisco, Neb. Mr. Persson still owns an elevator at Lovell.

The Amherst Farmers Co-operative Elevator Company, Amherst, Colo., has installed a dust collecting system working on the head of the leg of the elevator.

L. H. Hoffman has completed a 4,000-ton addition to the Balfour, Guthrie Company's elevator at Portland, Ore. This gives it storage of 12,000 tons at Irving Dock.

The N. E. Gailey Elevator at Platner, Colo., has been taken over by E. Lieber of Fort Morgan. It now operates as the Lieber Grain Company with C. P. Dannatt in charge.

The elevator at Drummond, Idaho, has been bought from the Kaysville-Layton Milling Company by the Sperry Elevator & Storage Company. It has a capacity of 30,000 bushels.

A new warehouse is to be built on the site of the old Tri-State Elevator at Culesac, Idaho, which burned last spring. The warehouse will be erected by the Independent Grain Company.

The Trinidad Bean & Elevator Company of Sterling, Colo., has its new elevator and cleaning plant practically completed. Adjacent trackage will enable the plant to handle eight cars in 24 hours.

O. A. Johnson is building an elevator and feed mill at Cornish, Colo. The feed mill will be ready by January 1, but the bean storage room and elevator proper will not be ready in time for the 1927 crop.

ILLINOIS

Max Baker is now manager of the West End Elevator at Milmine, Ill.

The old Farmers Elevator at Varna, Ill., has been sold to the Minonk Milling Company.

New scales have been installed in the elevator of the Ralston Bros., at Caledonia, Ill.

The elevator of the A. & O. Grain Company at Argenta, Ill., which burned is to be rebuilt.

The Farmers Grain & Lumber Company at Sycamore, Ill., has bought building for feed storage.

A 10-ton platform scale has been installed by the Farmers Co-operative Elevator Company of Brighton, Ill.

The elevator of James Mathew at Pound Grove, Ill., has been bought by C. L. Austin and H. J. Meyers.

The elevator and other buildings of the Meredosia Farmers Grain Company at Meredosia, Ill., are being painted.

The Hippen & Smith Grain Company, Forrest, Ill., is razing one of its warehouses and a new one is to be erected.

An ear corn crib with capacity of 5,000 bushels corn, is to be built at Heyworth, Ill., by H. C. Gring of Farmer City.

The Pesotum Elevator Company of Pesotum, Ill., has torn down its old elevator which has not been in use for several years.

A truck dump and a free air service for autos and trucks have been installed by the Farmers Grain Company of Piper City, Ill.

Grain drier equipment has been bought by the Sullivan Grain Company of Sullivan, Ill. It will be of frame construction, covered with sheet iron.

E. P. Foley has bought for the Tremont Co-operative Grain Company at Tremont, Ill., the Vandever property—the original site of the Keystone Wire & Steel Company.

The elevator at Stillman Valley, Ill., formerly owned by the Armour Grain Company and now the property of the Griffith Lumber Company is under the management of Joe Saumon.

The Farmers Grain Company of Stonington, Ill., has leased its elevator to the Stonington Elevator Company, a partnership composed of C. T. Moore and William Hight. The new firm also leased the Hight & Cline Elevator and will operate the two properties.

The Illinois Traction System's transfer elevator at Glover (no p. o.), Ill., has been leased by the

Saddoris Bros., Mayview elevator men, and J. P. Phillips of Mayview, Ill. A 10,000-pound scale is being installed. The elevator has been closed for the last seven years.

The Dewein-Hamman Elevator at Decatur, Ill., has been taken over by J. C. and William Hight who will operate it. The elevator was owned by the Citizens National Bank which had held it since taking it over from the Harrison-Ward Company two years ago. The new owners will operate under the name of the Hight Elevator Company. The Harrison-Ward Company operated it as the Decatur Terminal Elevator Company.

INDIANA

Rollin Hays replaces S. M. Clingaman with the Mayer Grain Company of Denver, Ind.

The Co-operative Elevator of Francesville, Ind., is building an addition to its office building.

A wagon and truck dump has been installed for the Boone Grain & Supply Company of Lebanon, Ind.

The Urmston Elevator at Dundee (Alexandria p. o.), Ind., is to be rebuilt. The contract has been let.

A new elevator is to be built at the cost of \$18,000, for the Hunteartown Elevator Company at Hunteartown, Ind.

Harold J. Stemen and John F. Deckard have organized the La Grange Grain Company at La Grange, Ind., and will buy and sell grain and feeds.

The American Maize Sales Corporation, a New York corporation, has filed an affidavit designating R. E. Daley of Roby, Indianapolis, Ind., as its Indiana agent.

A fireproof building to be used for granary, crib and feed storehouse, is being built at Hobart, Ind., for Roper & Brown. They have also resided the ends of the mill.

A 1,000-foot frontage on the Ohio River, Evansville, Ind., has been bought by Mead Johnson, Jr., of the Mead Johnson Company, on which a warehouse will be built.

The Babcock Elevator Company of Rensselaer, Ind., has installed a new Fairbanks-Morse Platform Scale. The company is also installing a 10-ton scale platform at its Pleasant Ridge Elevator.

The New Palestine Elevator Company has been incorporated at New Palestine, Ind., capitalized at \$10,000. The company will own and operate grain elevators and flour mills. The incorporators are Marius Worl, Jesse C. Springer, Samuel C. Corkins.

A new 20-ton Fairbanks-Morse Scale is to be installed replacing the old six-ton scale for the Farmers Grain Company of Rensselaer, Ind. The company has made other improvements recently, having recovered the exterior with galvanized iron and re-roofed the building.

SOUTHERN AND SOUTHWESTERN

A grain elevator and coal yard are to be built at Quitaque, Texas, for Glenn Wise.

A site has been secured by C. H. Guenther & Sons of San Antonio, Texas, for an extension to the plant.

A new elevator is to be opened at Newkirk, Okla., by the Perry Milling Company with J. L. Robinson in charge.

The warehouse of Ray Griffiths, manager of the Bailey County Elevator at Muleshoe, Texas, has been enlarged.

The capital stock of the Cincinnati Grain & Hay Company of Covington, Ky., has been reduced from \$250,000 to \$150,000.

D. J. Smith is in charge of the Boise City, Okla., elevator of the Security Elevator Company. He was formerly at Burdett, Kan.

A big warehouse has been built for the Dorsey Grain Company of Weatherford, Texas, and corn grinding machinery has been installed.

The Oklahoma Terminal Elevator Company of Purcell, Okla., has completed the 240,000-bushel elevator. Three corn shellers have been installed.

A 560,000-bushel reinforced concrete elevator is to be built at Amarillo, Texas, for the Great West Mill & Elevator Company who let the contract for it with the Jones-Hettelsater Construction Company. The headhouse in connection with the elevator will be 189 feet high and 32x40 feet ground space.

There will be 60 bins in the elevator, 22 of which will be in the headhouse. Two 2,500-bushel hopper scales are a part of the equipment.

The Oklahoma Terminal Elevator Company of Oklahoma City, Okla., has completed its 240,000-bushel elevator. Three corn shellers have been installed.

The Rich Elevator at Hooker, Okla., has been bought by Paul Aright of Optima, Okla. The elevator is now in operation with J. S. Golden as manager.

The Ryan Elevator Company has completed its 10,000-bushel elevator at Ryan, Okla. It is equipped with electric motors and has a corn grinder. L. B. Anderson is owner.

The elevator business of the Farmers Elevator Company of Electra, Texas, under the management of J. B. Ferguson, has been taken over by the Electra Wheat Growers Association.

A building is being erected at Eufaula, Okla., by E. F. Saltsman and S. Yarbrough for the purpose of handling corn and other grain. A corn sheller and other modern machinery will be installed.

A 100,000-bushel elevator has been removed from Indiana (no p. o.), Okla., by the Belt Mill & Grain Company, to Oklahoma City, Okla. A special elevator to lift the green grain and eliminate the danger of fire from heat will be installed.

Capitalized at \$25,000, the Shawnee Feed & Grain Company is incorporated at Mufreesboro, Tenn. B. B. Roberts, James Butler, Earl Roberts, Eugene Black and Charles Tilford are interested. The company will install a plant for manufacturing stock and poultry feeds.

IOWA

The Farmers Elevator Company of Emmetsburg, Iowa, is to be reorganized.

A new trap dump has been installed by S. A. McMasters at Hornick, Iowa.

D. M. Smith is in charge of the Farmers Grain & Elevator Company at Manly, Iowa.

A grain elevator may be built this year at Baxter, Iowa, for the Baxter Grain & Coal Company.

The charter of the Farmers Grain Company of Graettinger, Iowa, has been renewed for 20 years.

A grain cleaner has been installed in the elevator of the Callendar Grain Company of Ocheyedan, Iowa.

A seed huller and scarifier have been installed by the Farmers Elevator Company at Pocahontas, Iowa.

The elevator and coal business of J. A. Beery at Garwin, Iowa, has been discontinued for the time being.

V. D. Roberts is succeeded as buyer for the Kunz Grain Company at Wesley, Iowa, by Arthur Riley of Emmetsburg.

C. E. Christenson is now with the North Iowa Grain Company at Livermore, Iowa. He was formerly manager at Malard.

A new building over the storage tanks and pumps is to be built at Dows, Iowa, for the Farmers Grain & Lumber Company.

The O'Hearn-Bulpitt Grain Company of Fort Dodge, Iowa, has been dissolved as a partnership. C. A. Bulpitt retains the old office.

Capitalized at \$10,000, the Ira Elevator Company, Inc., was incorporated at Ira, Iowa. F. J. Rippey is president and W. L. Price secretary.

A grain elevator is to be built at Cleves, Iowa, for D. J. Peters this fall. He will wreck one of his present houses and use the material.

The Cedar Rapids, Iowa, office of the Emerich Grain Company recently opened will be under the management of Royal W. Emerich of Milwaukee.

A three-story building to be used for a drier room is being erected at Davenport, Iowa, for the Davenport Elevator Company of Davenport, Iowa.

J. G. Woodward has bought the McInnerney Elevator Company's property at Council Bluffs, Iowa. The property was sold at bankrupt sale bringing \$53,200.

To deal in grain, fuel and lumber, the F. G. Bell Company has been incorporated at McGregor, Iowa, capitalized at \$10,000. F. G. Bell is president and J. Kramer, secretary.

The elevator at Mondamin, Iowa, formerly operated by the Wallace Bros., has been bought by the Farmers Co-operative Company, under the management of F. Maywald.

New approaches, truck dump, iron siding and roof have been added to the elevator of the Luton Elevator Company at Luton, Iowa, owned by R. H. Raub, and S. A. McMaster.

A new elevator is to be built by the Farmers Elevator Company of Orange City, Iowa, whose old plant burned. An adjoining elevator is being used until the new one is ready.

Improvements are being made to the Rock Rapids, Iowa, elevator of the Quaker Oats Company. New

scales have been installed that will permit weighing up to 10 tons. At this elevator, new chutes have been installed and other repairs made.

The Wm. McMahon Grain & Coal Company at Shenandoah, Iowa, has been bought by Clayton McMahon. The business will be continued under the name of the McMahon Grain & Coal Company.

A. E. Froning has changed the name of the Dike, Iowa, elevator from the Dike Grain Company to the Froning Grain & Coal Company. The elevator has been repainted and the name changed on it.

The articles of incorporation of the Independent Products Company of Davenport, Iowa, engaged in the manufacture and sale of malt and grain products, have been renewed for 20 years. E. Zoller is president.

The Everly Grain Company at Everly, Iowa, has changed over to the Farmers Elevator Company, with John Jeldon owner. F. F. Ruge was owner of the old company and has been in the grain business for 25 years.

The charter of the Farmers Elevator Company of Churdan, Iowa, has been renewed for a period of 20 years. James Hyland is president; J. W. Fackler, vice-president; C. G. Shirver, secretary-treasurer; and G. W. Ruth, manager.

EASTERN

To deal in agricultural products, the Hagerstown Grain & Feed Company has been incorporated at Hagerstown, Md. Fred C. Wright, Clarence E. and Leo H. Miller are interested.

To conduct a wholesale business in grain, hay and flour, W. H. Champlin, Inc., was incorporated at Medford, Mass., capitalized at \$200,000. William H. Chaplin is president-treasurer.

To operate grain elevators and warehouses and deal in grain, seed, etc., the Sheffield Elevator Company of Minneapolis has been incorporated at Buffalo, N. Y., to conduct business in that state. The offices are at 317 Chamber of Commerce Building. The capital stock is \$200,000.

MISSOURI, KANSAS AND NEBRASKA

Virgil Eberhardt is now manager of the Robinson Elevator at Codell, Kan.

The O'Brien Elevator, at St. Paul, Kan., has been sold to the Southern Milling Company.

Repairs are being made to the elevator of the Farmers Grain Company of Linwood, Neb.

Sherman Roseberry will be manager of the St. Paul Grain & Supply Company of St. Paul, Kan.

The B. Koehler Grain Company of Burrell, Neb., is now under the management of Melvin Elward.

Electric motors are to be installed in the elevator of the Wallace Equity Elevator at Wallace, Neb.

C. J. Garven has bought the Nye-Jenks Elevator at Farnam, Neb. C. B. Seldomridge will be manager.

The Cummings Grain Company of Cummings, Kan., has been bought from O. D. Amend by Harry Strine.

The Farmers Exchange elevator, coal shed and scales at Maywood, Mo., have been bought by Frank E. Scott.

The Chadron Flour Mills of Chadron, Neb., has its new elevator with capacity of 50,000 bushels completed.

A new Type S Fairbanks Steel Scale has been installed by the Farmers Union Elevator of Red Cloud, Neb.

Electric power is being installed in the elevator of the Loomis Farmers Co-operative Company of Loomis, Neb.

An addition for use for storage of sidelines has been built for the Farmers Elevator Company of Warrensburg, Mo.

The elevator of the Piqua Elevator Company at Piqua, Kan., has been remodeled and equipped with an electric motor.

The business of the Gifford Bros., Jamestown, Kan., has been bought by the Hart-Bradsaw Lumber & Grain Company.

The Farmers Elevator Company of Deshler, Neb., is succeeded by the Deshler Grain Company. F. J. Buntmeyer is manager.

W. B. Woodman is operating under lease the elevator of the Farmers Union Co-operative Association at Sutherland, Neb.

A Fairbanks-Morse 10-ton truck scale is to be installed for the Reinking Grain & Supply Company of Grand Island, Neb.

A new leg with 12-inch buckets has been installed at the elevator of the Nebraska-Colorado Grain Company of Ogallala, Neb.

Improvements have been made to the Bowen Elevator at Elk City, Kan. A storeroom is being built on one side of the elevator.

A modern elevator is to be built at Virginia, Neb., for the Farmers Co-operative Grain Company.

This will replace the old one which has been found inadequate to the needs of the company.

The Conley-Ross Grain Company of Madrid, Neb., has installed a 10-bushel automatic scale and made other improvements and installations.

The Smith Bros. have taken over the 10,000-bushel elevator of the Beverly Equity Exchange, Beverly, Neb., and are making general repairs.

A controlling interest in the Farmers Grain Company at Phillips, Neb., has been bought by C. E. Coffey who will operate under the old name.

The new 25,000-bushel elevator of the Mead Company at Scottsbluff, Neb., has been completed. It is equipped with a Western Cleaner and grinder.

Roy Phillips has bought the Alexander Grain Elevator at Winfield, Kan., and will operate it. He has for a number of years had a feed store there.

The elevator of George Neuswanger at Alliance, Neb., is to be enlarged by the erection of additional space for sorting, grading and storing potatoes.

The Farmers Co-operative Association has its new elevator replacing the one which burned in July at Brule, Neb., complete. Earl W. Nelson is manager.

A 10-ton truck scale is being installed, and corrugated iron siding put on the elevator of the Farmers Union Co-operative Association at Ceresco, Neb.

The Allen Elevator, Allen, Kan., owned by Charles Day has been reopened for business. A corn sheller and feed grinder have been added to the equipment.

A number of improvements are to be made to the property of the Kanona Equity Exchange of Kanona, Kan. They include a new warehouse to handle side lines.

The plant of the Grant Equity Exchange at Grant, Neb., is to be repaired and some needed improvements made, including the installation of an automatic scale.

J. T. McClelland has organized the McClelland Feed & Grain Company at Wichita, Kan. The company will handle millfeeds as well as cottonseed products and coarse grains.

The elevator of the Farmers Grain & Supply Company of Dannebrog at Midway (p. o. Farwell), Neb., has been sold to the Warsaw Farmers Grain Company. L. E. Manasil is manager.

A 4,000-bushel elevator is being built at Syracuse, Kan., for the Evins Grain Company near the feed and coal office. The new elevator will have a handling capacity of 1,400 bushels per hour.

The H. D. Lee Flour Mills Company is to build new concrete elevators at Salina, Kan., with capacity of 350,000 bushels and costing \$100,000 on the site of the elevator which burned October 10. The company will have storage capacity of 750,000 bushels outside its country elevators.

The Illinois Central Railroad Company has bought the Crowell Grain Elevator at Omaha, Neb. It is planned to build additional tanks which will bring the capacity to 1,500,000 bushels. The present capacity is 350,000 bushels. The Crowell Elevator Company will continue to operate it under a long term lease.

THE DAKOTAS

The Este Elevator Company of Hecla, S. D., has installed a cleaner.

New coal sheds have been built at Groton, S. D., for the Groton Farmers Elevator Company.

The Farmers Elevator Company has installed electric motors and a new drive at Max, N. D.

The coal storage bins of the Farmers Elevator Company at Bisbee, N. D., have been enlarged.

D. C. Baldwin succeeds J. Swan as manager of the Garske Elevator Company of Garske, N. D.

A dump and Fairbanks-Morse Scale have been installed in the elevator of Swan Nelson at Lily, S. D.

The J. T. Scroggs Elevator at Wolsey, S. D., has been bought by George P. Sexauer & Son of Wolsey, S. D.

A new concrete foundation has been put under the elevator of the Farmers Elevator at McHenry, N. D.

The Blum Bros. have decided to build a grain elevator at Oacoma, S. D. The elevator will have a capacity of 50,000 bushels.

The former Wait & Dana Elevator at Armour, S. D., has been rented by the Hunting Elevator Company which will operate it.

A. J. Anderson has sold his elevator at Brocket, N. D., to Van Osdel & Goulding who are operating as the Brocket Grain Company.

The elevator of Martin Bourgois at Baldwin, N. D., has been sold to the Wheat Growers Warehouse Company. J. C. Boole will continue as manager.

The Northwestern Seed Growers Association of Fargo, N. D., has bought the mill and elevator

property of Mr. Ladd of Fairmount, N. D. The association will equip the building with seed cleaning machinery next spring and make it its headquarters.

The Talmo Elevator at Irene, S. D., has been completely overhauled and repaired. N. A. Schuyer will be in charge. New concrete pit and other improvements have also been made.

The Farmers Elevator & Supply Company of Roth, N. D., has repaired its property. The old boot tank was replaced by a large steel tank, the old leg removed and rebuilt; cupola raised and double distributor installed.

The buildings formerly used for lumber sheds by the Brunwell Lumber Company at Vayland, S. D., have been bought by the Sheldon Reese Elevator Company. They have been moved near the elevators and will be used for storing feed grains.

OHIO AND MICHIGAN

The elevator at Dawn, Ohio, has been sold to the Stelvideo Grain Company.

The elevator of Emery Danner at Muir, Mich., has been sold by him to Otto Ulrich.

A dump has been installed in the elevator of B. B. Swope of Canal Winchester, Ohio.

A. J. Hosler, owner of the Mt. Cory Elevator at Mt. Cory, Ohio, has installed a seed cleaner.

The Caro Farmers Co-operative Elevator Company of Caro, Mich., has installed a separator and bean polisher.

A motor driven grinder, feed mixers and other equipment have been installed by the Russia Equity Exchange of Russia, Ohio.

The Columbus Grain & Hay Company of Columbus, Ohio, is adding a feed department to its track buying and will handle feeds in cars and split carloads.

W. F. Bradford has built a bean elevator, 24x45 feet, at Wheeler, Mich. He was formerly superintendent of the Breckenridge Bean & Grain Company.

The interest of W. S. Fotheringham in the Martindale Bean Company at Standish, Mich., has been sold to Chatterton & Son of Lansing, Mich. W. A. Lucas will be manager.

The Minow Walton Company has bought the bean plant of Chatterton & Son of Lansing, Mich., at Grand Rapids, Mich. The plant has been reopened and new machinery installed.

Charles M. Fritz is now in charge of the cash grain department of the Wooster Milling & Grain Company of Wooster, Ohio. He was formerly with the Grain Futures Administration in Chicago.

The Myers Grain Company, located at Lockbourne, Ohio, is rebuilding its grain elevator which burned. The Reliance Construction Company has the contract for the 20,000-bushel cribbed elevator with 1,500-bushel corn crib and drier.

Walter Marshall has bought the Cogger Elevator at South Lyon, Mich., including the elevator, coal and feed business. Mr. Marshall rebought the business which he sold to Charles Cogger some time ago after having operated it a number of years.

CANADA

The Burrard Elevator at Vancouver, B. C., has a new 1,000,000-bushel addition nearly completed.

The Commercial Grain Company of Winnipeg, Man., is building a new elevator to cost approximately \$50,000 at St. Boniface, Man.

The contract has been let by the Saskatchewan Wheat Pool for the erection of a 2,400,000-bushel elevator at Vancouver, B. C. It will take a year to complete it.

Construction on the 690,000-bushel addition to the elevator of Parrish & Heimbecker, Ltd., Port Arthur, Ont., has been completed. Machinery is now being installed.

The St. John (N. B.) Harbor Board is contemplating the erection of increased facilities for handling a larger quantity of grain. A new elevator may be erected.

A branch warehouse is to be established at Hammond, B. C., for the Vancouver Milling & Grain Company, Ltd. A warehouse will also be erected at Duncan, B. C.

Richard A. Roberts has resigned as secretary-treasurer of the State Elevator Company, Ltd., Winnipeg, Man. He has returned to his profession of chartered accountant.

The Board of Grain Commissioners for Canada. Fort William, Ont., has granted a public elevator license to the Ogilvie Flour Mills Company, Ltd., to operate Elevator "E" at Montreal as a public elevator during 1927-1928.

The National Elevator Company of Winnipeg, Man., has bought the old Davidson Smith Elevator at Fort William, Ont. Repairs were made to bring the capacity of the elevator to 85,000 bushels. R. H. Moore is manager of the company.

Capitalized at \$1,500,000, the Dominion Malting

Company has been incorporated at Winnipeg, Man. It is erecting a plant for handling barley. A 20-year lease also has been taken on the 500,000-bushel elevator at Transcona, near Winnipeg, from the Canadian National Railways.

S. McClay was in Ottawa recently conducting negotiations for the erection of a grain elevator at New Westminster, B. C. Plans suggested by Mr. McClay had to do with the financing of the enterprise. The government has authorized the New Westminster Harbor Commissioners to borrow \$700,000 for this purpose, but the board will have to raise

the money. Negotiations with Buffalo interests are also under way. The site of the proposed elevator is at Port Mann, just outside New Westminster. The elevator, if successfully financed, will be erected in three or four months' time, according to statements of the promoters.

Casimir Kocot, proprietor of the Sarnia Brewery, is to build a three-unit elevator similar to the new elevator at Sarnia, Ont., with capacity of 150,000 bushels. A large warehouse will also be built. Mr. Kocot will carry on cattle feeding, using the feed obtained from his distillery and brewery.

HAY, STRAW AND FEED

Schoon & Hubbard have opened a feed store at Monticello, Iowa.

A feed store is to be built at Des Moines, Iowa, for F. F. Brubaker.

A feed mill has been installed at Dell Rapids, S. D., by Bert Sanders.

J. H. Stepp & Co., Hendersonville, N. C., has opened a new feed store there.

The Maury Feed & Seed Company of Columbia, Tenn., has been discontinued.

Mr. and Mrs. W. W. Pierce have opened a new feed business at La Mesa, Calif.

Hull's Dairy Feed Depot was recently opened at Starkville, Miss., by O. V. Hull.

A feed mill has been installed for the Eyota Grain Company of Eyota, Minn.

A feed mill has been installed for the Laketon Elevator Company of Laketon, Ind.

The coal and feed yard of H. B. Chrisman at Columbus, Ind., has been sold to Walter Swartzkopf.

The Joseph Hartley & Sons Company has been incorporated at East Chicago, Ill., and will handle feeds.

A power grain shoveler is being installed and feed mill of Hayes & Bell at Windsor, N. Y., repaired.

The Consumers Fuel & Feed Company of East Stroudsburg, Pa., has been bought by Walter Brown.

The Snover Grain Company of Snover, Mich., has installed a complete feed grinding and mixing system.

The feed business of John Merrett at Mt. Pleasant, Texas, has been sold by him to Gus Preamble.

A feed and flour business is to be conducted at Upland, Calif., by W. S. Coffin, who has leased the building.

A feed and produce business has been started at Springville, Iowa, by J. C. McDonald and Don Wingert.

Mixing machinery is being installed by the Plattsburg Feed & Grocery Company of Plattsburg, N. Y.

A poultry and stock feed manufacturing plant has been installed in the elevator of S. J. Fairchild at Kinsley, Kan.

A new feed store has been opened at Graham, Texas, by A. D. Stewart and Sam Copeland who will operate it.

The interest of Lynn McCoy in the Centralia Feed Company of Centralia, Wash., has been bought by Eugene Alvord.

A branch store for a retail feed business has been opened at Los Angeles, Calif., for the Moneta Feed & Fuel Company.

The feed mill of George O'Brien at Sandy Creek, N. Y., has been equipped with electric power which will facilitate operations.

A storage room has been built at Lewistown, Mont., for the Farmers Elevator Company for handling a line of millfeeds.

The Pioneer Feed & Seed Company of Centralia, Wash., has been opened as a retail business by J. B. Kiely and Charles Vogele.

A new feed grinding plant has been built at Cuero, Texas, for the Witte Feed & Grain Company on site which it bought recently.

Machinery for the manufacture of millfeeds is being installed in the grain warehouse for Wesley B. Young at Grand Prairie, Texas.

John G. Gasteiger, Inc., are now at 437 Produce Exchange, New York City, N. Y. The former location of the firm was Newark, N. J.

E. A. Bricker, W. F. Minnesang and J. H. Harvey have dissolved the partnership operating as the Encinitas Feed & Seed Company of Encinitas,

Calif. J. H. Harvey is continuing it under the old name.

An addition is to be built for the Eberts Grain Company of Louisville, Ky., to hold stock and do a grinding and feed mixing business.

The Mt. McKay Feed Company of Ft. William, Ont., has made plans for a \$20,000 feed warehouse replacing the structure which burned.

An Allis-Chalmers Vertical Mill has been installed at Torrington, Wyo., by the Eaton Grain Company. Custom grinding will be done.

The line shafts of the feed mill of C. A. Bunn at Richmondville, N. Y., is being equipped with roller bearings and a new mixer is being installed.

A branch store is being opened at East San Gabriel, Calif., by Barlow & Dean of the Valley Feed & Supply Company. B. A. Weir is in charge.

The business of the Fulton Feed Company of Aurora, Colo., has been bought by E. H. Reid who changed the name to the Aurora Feed & Express.

The W. C. Harris Grain Company of Sterling, Colo., has installed a poultry feed mixer. Later it will add an Alfalfa mill to its feed grinding equipment.

A hammer mill is to be installed in the Hillrose, Colo., elevator of the Farmers Platte Valley Milling & Elevator Company of which J. D. Tehow is manager.

A modern feed grinder has been installed by the Colorado Produce Company, feed dealers of Colorado, Texas, of which U. G. Hardison is proprietor.

A new company will carry a complete line of feeds and seeds at Mission, Texas, as the Imperial Feed & Seed Company with W. M. Russell as manager.

The Gruendler Patent Crusher & Pulverizer Company has installed one of its new Peerless 24-40 Hammer Mills in the Tioga-Empire Feed Mills of Waverly, N. Y.

The office quarters of the Consumers Feed & Fuel Company of Hynes, Calif., have been enlarged. The company has been rapidly expanding its business operations.

An additional warehouse is being built by C. W. Brown, manager of the Farmers Elevator Company of Marcus, Iowa, to provide added storage capacity for flour and feed.

The Farmers Feed & Seed Company, Inc., has been incorporated at Ridgeland, Wis., capitalized at \$10,000. W. F. Graves, J. H. Baland and J. C. Lentz are interested.

The business of the recently defunct Sirkel Feed Company at Centralia, Wash., has been bought from C. L. Larsen by the George R. Thompson Feed Company of Chehalis.

An interest in the W. A. Meyer feed, fuel and implement store has been bought by H. Y. Blackwell at Bowling Green, Mo. The firm will be known as Meyer & Blackwell.

C. E. Rathke has sold out the Mutual Feed Company of Auburn, Wash., to Fred A. Holm who will operate as the Olympia Feed Company with William Alberts as manager.

Jerome Walsh and his former assistant, W. J. Fisher, have formed the Nashua Feed Company at Nashua, Iowa. He recently resigned as manager of the Nashua Equity Association.

The Victoria Elevator at Pembina, N. D., has been equipped with a new feed mill. It is driven by two 15 horsepower motors and is capable of grinding 300 bushels grain an hour.

The Sunshine Poultry Ranches Feed Store, Inc., has been incorporated at Sarasota, Fla. Capital stock is \$25,000. J. A. Maahs, F. G. Crawford, S. V. Stehle are on the Board of Directors.

A branch is to be established at Kansas City, Mo., by the Newsome Feed & Grain Company with general offices at Pittsburgh, Pa., and millfeeds will be here handled. In addition to the Pittsburgh

business, the company operates a branch at Minneapolis as the Reliance Feed Company with J. R. Stuart as manager. A. J. Gallagher will be manager at Kansas City.

The interest in the West Texas Feed & Seed Company, Hereford, Texas, owned formerly by

Homer Wilson has been bought by E. B. Hicks, part owner. He will operate under the old name.

George W. Dafoe is to engage in the hay business with Mr. Donlay of Boston, Mass., as the Donlay-Dafoe Hay Company. Mr. Donlay has been in the hay business in Boston for the past 12 or 15 years.

tents, including about 40,000 bushels of wheat, oats and barley. The mill and large elevator were not damaged.

Gainesville, Texas.—Fire damaged the grain warehouse of J. W. Gladney. The cause of the fire is unknown. The loss included 2,000 bushels grain, and amounted to \$10,000.

Orange City, Iowa.—The Farmers Elevator was destroyed by fire on September 27. Very little grain was stored in the elevator at the time of the fire. The cause is unknown.

Columbia, Tenn.—Fire destroyed the grain warehouse and mill of the Park Bros., causing a loss of \$35,000 with \$20,000 insurance. It is thought that the fire originated in the hay barn.

Anderson (Pinckney p. o.), Mich.—The elevator here owned by the Stockbridge Elevator Company was destroyed by fire of unknown origin. The elevator had been closed for two years.

Chatham, Ont.—The elevator of the Farmers Co-operative Company was burned with a loss of \$25,000. Much grain and produce, in addition to the elevator equipment, were destroyed.

Chelsea, Okla.—Fire on September 20 damaged the property of the J. W. Stewart Company with 1,000 tons hay. The cause of the fire is unknown. The loss is practically covered by insurance.

FIRES—CASUALTIES

Dewey, Ill.—The elevator of the J. M. Jones Elevator Company was damaged by fire.

Orient, Ohio.—Stock in the plant of the Orient Grain Company was damaged by fire recently.

Ponder, Texas.—Fire on October 15 destroyed the elevator of the Whaley Mill & Elevator Company.

Stockton, Iowa.—Lightning struck the Farmers Elevator. The damage was covered by insurance.

Pittsburgh, Pa.—The hay and feed store of Alex Williamson was damaged by fire on November 2.

Frisco, Texas.—Fire damaged to the extent of \$6,000, the property of the Hughston Grain Company.

Shaffer, Kan.—Fire destroyed the elevator of Walter Ogan. A dust explosion was the cause of the fire.

Webster City, Iowa.—The Farmers Grain Company had a small loss by fire in its elevator on October 27.

Cloverdale, Iowa.—Lightning was the cause of a small loss to the plant of Stockdale & Hankins on October 30.

Rocky, Okla.—A total loss was sustained by the Farmers Co-operative Grain & Supply Company on October 29.

Dublin, Ga.—The main plant of the Farmers Co-operative Elevator was damaged by fire with a \$25,000 loss.

Carmen, Okla.—The elevator of the McCrady Bros. Grain Company was destroyed by fire on November 9.

Forest River, N. D.—The Cargill Elevator here was damaged by an explosion, the result of a fire on October 16.

Paragould, Ark.—A hay warehouse belonging to the Paragould Milling Company was destroyed by fire on October 12.

Puente, Calif.—On October 23 fire damaged the plant of the C. C. Safford Grain Company with a loss of \$140,000.

Parkston, S. D.—Fire of unknown origin caused a destruction of the Farmers Union Elevator here with loss of \$5,000.

Audubon, Iowa.—Fire of unknown origin destroyed the A. J. Elevator together with 1,500 bushels corn and 9,000 bushels oats.

Minco, Okla.—Fire of unknown origin slightly damaged the plant of the E. C. Wegener Grain Company on October 22.

Wessington, S. D.—Fire damaged slightly on October 17 the elevator and coal shed of the Jerauld County Farmers Union.

Knights Landing, Calif.—The R. B. Luther Feed Store was damaged by fire which destroyed considerable property there.

Cairo, Ill.—Damage of more than \$100,000 was done to the elevator of the Samuel Hastings Grain Elevator Company on October 31 by fire.

West Wilsey, Kan.—Fire destroyed the elevator here, the property of the Shannon Grain Company of Kansas City, Mo., with a loss of \$3,000.

Philipsburg, Mont.—The store, office and warehouse of the M. & D. Grain Company and operated by Robert D. Metcalf were destroyed by fire.

Merlin, Ont.—The elevator of the Farmers Co-operative Elevator Company was destroyed by fire. The origin of the fire is unknown. The loss was \$25,000.

Republic, Kan.—Fire started by lightning damaged the storage elevator of Dan Rickel. It contained two carloads of cottonseed meal and two carloads of hay.

Cosmos, Minn.—The elevator of the Cosmos Elevator Company was destroyed by fire together with considerable grain. The elevator had a capacity of 30,000 bushels.

Nashville, Tenn.—Fire destroyed the property of the Gillette Grain Company on October 17, with a loss of \$300,000, which is fully covered by insurance. There were 250,000 bushels of grain in the elevator at the time. Frank E. Gillette is owner of the company.

Atlanta, Ga.—Fire destroyed the plant and warehouse of T. H. Brooke & Co., grain and feed dealers, together with a considerable quantity of hay

and grain. The loss amounted to several thousand dollars, largely covered by insurance. The company is planning to rebuild. The origin of the fire is undetermined.

Buchanan, Mich.—The south wing of the feed mill and the seed warehouse of the Pears-East Grain Company was damaged by fire on October 28, with \$5,000 loss.

Springfield, Minn.—The wooden elevator of the Springfield Milling Company was burned on October 21 with a \$75,000 loss to building and con-

OBITUARY

ADAMS.—T. G. Adams died aged 69 years, at Hoopston, Ill. He was formerly in the grain business at Bluffton, Ind., with the late C. F. Davison.

BACHE.—Leopold S. Bache died on October 11 aged 61 years. He was a member of J. S. Bache & Co., and a member of the Chicago Board of Trade.

CARDER.—Robert W. Carder died aged 75 years at Chicago, Ill. He was a member of Hitch & Carder, grain brokers on the Chicago Board of Trade.

CHRISNEY.—John P. Chrisney died recently at Chrisney, Ind., he was a large handler of seeds. He was 65 years old.

DONNEWALD.—G. H. Donnewald died on October 19. He was a member of the St. Louis Merchants Exchange.

DYSERT.—J. I. Dysert died on October 24 at Antwerp, Ohio, where he was manager of the Antwerp Grain Company.

ELVIN.—L. J. Elvin died on October 6, from heart trouble, aged 48 years. He was sales manager for the Shellabarger Mill & Elevator Company of Salina, Kan.

FARLEY.—J. H. Farley died recently. He was one of the oldest members of the St. Louis Merchants Exchange.

GOODLETT.—R. M. Goodlett died recently, aged 70 years. He was formerly of Goodlett & Leavans, brokers, who at one time had the Logan & Bryan wire service at Kansas City, Mo.

HETHERINGTON.—Henry J. Hetherington died recently at Pasadena, Calif. He was connected with the Washington Supply Company, feed and fuel dealers of Pasadena, Calif.

HUNTER.—Edward S. Hunter, who was a member of the Chicago Board of Trade for more than

40 years, died at Pasadena, Calif., after a long illness. He was 65 years old.

JENNINGS.—Austin B. Jennings died recently at Syracuse, N. Y., while on a business trip. He was formerly associated with the Midwest Grain Company of Hutchinson, Kan.

KUNART.—O. Kunart died on November 3 from a complication of ailments. He was for eight years chief inspector of the Denver Grain Exchange. He lived at Taylorville, Ill.

NICHOLS.—J. E. Nichols died on September 29 at Hamilton, Mo. He was a feed and coal dealer.

PAWSON.—Ernest Pawson died on October 21 at Fort William, Ont. He was superintendent of the Consolidated Elevator and had been in the elevator business there for 17 years.

SELDOMRIDGE.—H. H. Seldomridge, a member of the Seldomridge Grain Company, died at his home in Colorado Springs, Colo., on November 2.

SLOAN.—William M. Sloan who recently obtained a leave of absence to regain his health, died from pneumonia and kidney trouble at his home in Kansas City, Mo. He was until recently with the cash wheat department of B. C. Christopher & Co., of Kansas City. He had been active on the Board of Trade since going to Kansas City in 1906.

SPROUL.—David Sproul died on October 6 at Vera, Ill. He was in the hay, grain and livestock business there. He was 63 years old.

STATLER.—Emanuel Statler died on October 23 at Salisbury, Pa. He was 78 years old, and had for years been in the general merchandise, feed and flour business.

WALKER.—William F. Walker, Sr., died recently at Baltimore, Md. He was for years in the grain and feed business and a member of the Chamber of Commerce.

FIELD SEEDS

(Continued from Page 330)

Prices on that date averaged \$1.25 per 100 pounds more for Red Clover and 50 cents more for Alsike Clover than two weeks before. Red Clover prices averaged \$6.15 lower than a year ago and \$1.20 and \$1.10 lower than in 1925 and 1924, respectively, on corresponding dates. Alsike prices averaged \$4.10 lower than a year ago, but \$1.20 and \$5.75 higher, respectively, than in 1925 and 1924.

SEEDS QUIET BUT FIRM IN NEW YORK

By C. K. TRAFTON

The activity in seeds in the New York market was confined almost entirely to a few of the grass seed varieties. All other descriptions continued inactive and before long this condition became general, so that all distributors were finally forced to admit that the unusually prolonged season had come to

an end at last. Nevertheless, this relapse had no effect on prices. It was evident that the majority of distributors had been able to reduce their stocks to a satisfactory extent as a result of the much better business than expected late in September and early in October. In a number of cases prices are actually higher than they were a month ago, which is mainly a reflection of the stronger attitude of interior shippers.

Timothy reflected to a marked degree the improvement in the weather toward the middle of October. This variety became somewhat of a "headliner" in point of activity and interest. Export demand continued fairly active, but the outstanding feature was the much more friendly attitude of the domestic trade. As the weather improved, buyers were more disposed to make full provision for their fall needs and the then current price of 4½ cents for large lots and 4¾ cents for small lots

evidently encouraged considerable "investment buying". The inclination to buy in anticipation of spring requirements was much more general than usual during October, and in many cases it was noted that buyers were taking a car-load or more instead of their customary small invoices. This encouragement prompted some holders to advance their basis to five cents, but a marked slackening of demand followed immediately.

Redtop experienced a moderate demand from domestic buyers in the month, but export inquiry was much less active, which was not surprising in view of last month's exports of approximately 1,130 bags.

Fancy Kentucky Bluegrass was also in moderate demand from domestic buyers early in the month, but this soon subsided, while export inquiry disappeared almost entirely. In addition to last month's shipments of about 960 bags, which must have filled many "holes", there were additional shipments during the past month of roughly 2,500 bags. With stocks greatly depleted, and with interior markets firm, holders here continue to quote 19 cents for 21-pound seed and 18 cents for 19-pound seed in 100 pound lots.

Hairy Vetch was the one exception to the rule of general firmness. Early in the month the tone was firm although demand was extremely slow.

Red Clover was inactive throughout the month but the market was firm; imported seed being quoted 1/2 cent higher at 24 1/2 cents duty-paid and domestic seed growers averaged about 1 3/4 higher in price.

WESTERN SEEDSMEN TO MEET

The Western Seedsmen's Association will hold its fall meeting on December 3 at the Baltimore Hotel, Kansas City, Mo. G. W. Cummings is secretary and Max F. Wilhelmi, president of the association this year.

SEED VELVET BEAN PRODUCTION GREATER

Production of velvet beans for seed is expected to be at least 25 per cent greater than last year, according to the United States Bureau of Agricultural Economics.

Greater acreage was reported available for harvesting than last year and yields are expected as great or greater in all important producing districts. The condition of the crop on October 1 was 75.7 compared with 73.8 last year and 54.8 two years ago.

Harvesting the crop began mostly October 15 to November 1, which was about the same time as last year. Favorable weather for harvesting was reported in South Carolina, Alabama and especially Georgia, where dry conditions made gathering easier than last year.

SEED CERTIFICATION PLAN

In accordance with plans developed at the meeting of the western section of the International Crop Improvement Association, detailed plans and procedure governing the recleaning, rebagging and resealing of Idaho, Utah and Montana Certified Grimm and Cossack Alfalfa seed have been prepared for distribution to seed companies and others who may be interested. Such uniform plans are designed to eliminate confusion and unnecessary red tape in the handling of certified Alfalfa seed. The main points of the new plan are:

1. The same officials in each seed consuming state will be designated to supervise this work for the three producing states of Utah, Montana and Idaho.
2. Tags and seals are being standardized.
3. Only authorized cleaning will have the privilege of recleaning certified Alfalfa seed under the supervision for official resealing. Seed concerns desiring such privilege should apply to any or all

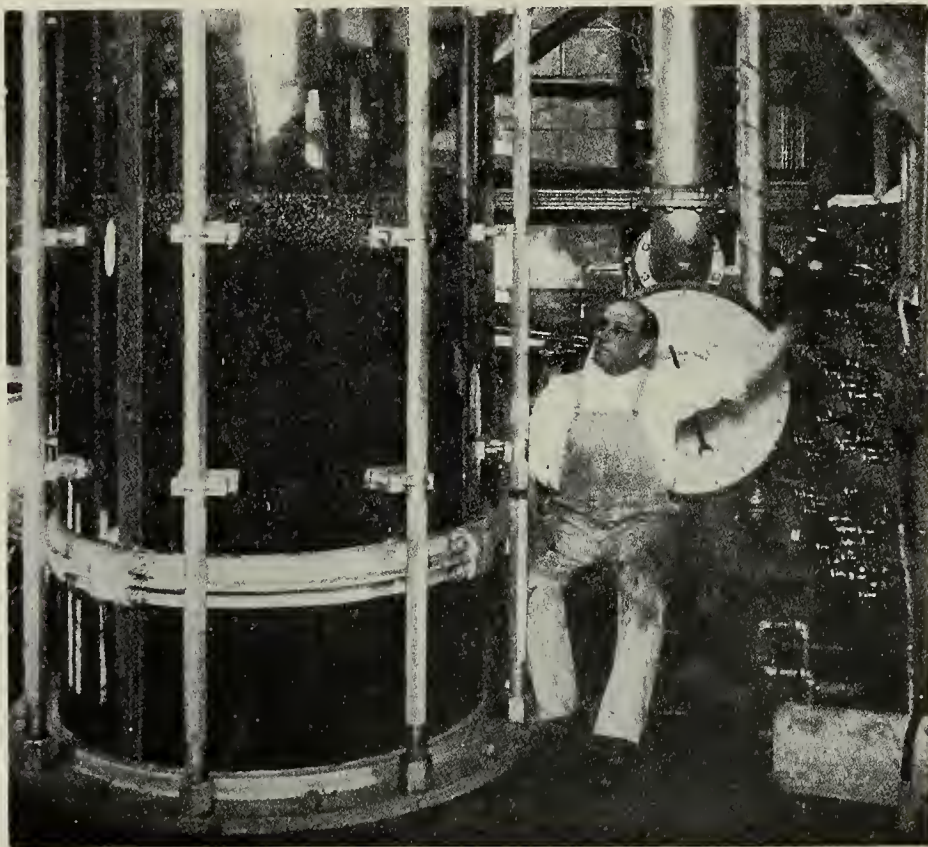
of the following certifying agencies: C. B. Ahlson, Seed Commissioner, Boise, Idaho. F. E. Stephens, Seed Inspector, Dept. of Agriculture, Salt Lake City, Utah, or A. J. Ogaard, Secretary, Montana Seed Growers' Association, Bozeman, Mont.

4. Any seed house may be granted the right to rebag seed for resealing under the immediate supervision of the authorized state official.

At most centers, supplies of tags and seals will be kept on hand to reduce delays. Tags must be obtained from official sources. Companies will not be permitted to print up supplies for own use.

A NEW SEED CLEANER

A new seed cleaner and grader of great accuracy has been recently put on the market by Harry R. Warren, a Nevada Alfalfa seed grower with headquarters at Chicago, Ill. The apparatus sorts out the finest seed from the best seed by means of chemical solutions, vacuums and compressed air,



HARRY R. WARREN AND HIS SEED CLEANER

and weed seeds are quickly separated from good seed.

The method also removes light and diseased kernels. Solutions used in the process kill many injurious organisms that are found in grain. Heavy grains are separated from the light and left in stratas in the chemical solution. The cleaning and grading work is done in a huge glass tube nine feet high and four feet in diameter. In the separation process the grain is sucked by means of a vacuum from the storage bins up into the separation tube. By using solutions of varying degrees of specific gravity the grain is separated and left in stratas in the glass tubes. Its position in the liquid depends upon the weight of the grain. For example, corn weighing 65 pounds to the bushel will quickly settle to the bottom of the glass tube, while corn weighing 35 pounds to the bushel goes to the top and floats near the surface.

Such seeds as corn, wheat, oats, barley, Clover and Alfalfa are put through all of the approved

modern screening and fanning machines before they are touched by the Warren apparatus. As each grade of grain settles to the bottom of the tube it is dropped down into a centrifugal machine where the excess moisture is thrown off. From there the grain is taken through driers where it is left in ideal condition for planting or storing.

Patent rights have been granted on the Warren process in the United States and the principal foreign countries.

NEW YORK POWER SHOW

The scope, size and importance of the New York Power Show to be held December 5-10 will attract the attention of every American manufacturer with his technical staff. The coming power show is the sixth of the series and promises the greatest success. Over 500 concerns will be represented and their showings will include those of machinery for power generation, heating and ventilating, re-

frigerating for large industries and office buildings. There will be many displays for measuring and recording time, pressure and volume, and power transmission equipment.

SPECIAL SEED COMMITTEE

Just before the annual convention of the Farm Seed Association of North America and the American Seed Trade Association in Detroit last June a conference was held by representatives of the following: Wholesale Grass Seed Dealers Association (now the Farm and Seed Association, of North America); American Seed Trade Association; International Crop Improvement Association; Association of Official Seed Analysts; American Society of Agronomy; Bureau of Plant Industry, U. S. D. A.; Bureau of Agricultural Economics, U. S. D. A.; Office of Co-operative Extension Work, U. S. D. A. All agencies were represented at the conference.

It was the purpose of the preliminary conference

(Continued on Page 336)

CHAPMAN'S RED TOP TANKAGE, MEAT SCRAPS AND BONE MEAL

A Great Specialty Sideline for Elevators

A Highly Palatable Meat, Blood And Bone Tankage

—Moves Quickly—Gets Results for Feeders—Brings Repeat Business
—Leaves the Elevator Man Maximum Profit. Red Top Tankage is produced from the highest grade selected raw materials, by a firm whose guarantee is as good as gold.

50 PER CENT PROTEIN MEAT SCRAPS MAKE HENS PRODUCE MORE EGGS AT LESS COST PER CASE.

FARMERS GET FROM 25 TO 50 CENTS MORE PER BUSHEL FOR CORN BY FEEDING RED TOP TANKAGE TO THEIR HOGS.



60 Per Cent Protein Guaranteed

RIVERDALE PRODUCTS CO., 208 South La Salle St., Chicago, Ill.

to attempt to develop some workable plan of permanent organization through which the various agencies might get together regularly to discuss problems of mutual interest to the end that definite policies and programs might be formulated and put into effect. An organization committee was elected to work out definite plans of organization and a program for the first meeting of the delegates to be held in Chicago in connection with the International Grain and Hay Show, the latter part of November. The committee, consisting of Dr. A. J. Pieters, F. W. Kellogg, and A. J. Ogaard, chairman, met immediately and prepared the material which has been presented for the consideration of each of the agencies represented at the conference.

It is expected that delegates from the following organizations will be present at the organization meeting which will be held at Chicago early in December: Farm Seed Association of North America (two delegates). American Seed Trade Association (two delegates). International Crop Improvement Association (two delegates). American Society of Agronomy (one delegate). Association of Official Seed Analysts (one delegate). Bureau of Plant Industry, U. S. D. A. (one delegate). Corresponding Canadian Agency (one delegate). Bureau of Agricultural Economics, U. S. D. A. (one delegate). Corresponding Canadian Agency (one delegate). Office of Cooperative Extension Work, U. S. D. A. (one delegate). Corresponding Canadian Agency (one delegate).

The "Seed Law Problem" will be the first proposition which the new seed council will attack, and a definite program of thorough discussion is being planned.

SEED ANNUAL

A book of 152 pages has been issued recently by the American Seed Trade Association through its secretary, C. E. Kendel, 101 High Avenue, Cleveland, Ohio. In this book are contained the proceedings of the forty-fifth annual convention of the association, list of officers, standing committees, state correspondents, constitution and by-laws, roll of members and registration at the Detroit meeting.

ARGENTINIAN SEED TRAIN

Noting the satisfactory results from the use of better seed trains in the United States, agricultural leaders of Argentina operated a train from February to July 31 of this year with very gratifying

results. The train was equipped with seed cleaning and selecting machinery and is reported to have handled 1,342,000 kilos of wheat and 352,000 kilos of linseed. The train was operated by the Argentine Central Railway.

IMPORTS OF FORAGE PLANT SEEDS

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds permitted entry into the United States under the Federal Seed Act:

Kind of seed	Oct. 1927 Pounds	Oct. 1926 Pounds	July 1 1927 to Oct. 31 1927	July 1 1926 to Oct. 31 1926
			Pounds	Pounds
Alfalfa	182,200	132,600	360,500	206,300
Canada bluegrass ..	129,200	15,100	145,900	20,200
Alsike clover ..	693,300	8,400	764,500	56,700
Crimson clover .. (2)	156,500	63,200	1,171,500	2,385,000
Red clover .....	.....	8,100	.....	298,800
White clover	63,200	95,300	170,000	308,300
Clover mixtures ..	.....	.....	900	.....
Meadow fescue ..	.....	4,000	.....	4,000
Orchard grass ..	3,000	49,300	124,000	182,500
Rape	(3) 1,120,200	1,399,400	2,225,100	2,422,000
English ryegrass ..	33,800	49,200	196,100	392,300
Italian ryegrass .. (4)	195,200	360,200	315,100	543,800
Timothy .....	.....	.....	21,500	.....
Hairy vetch	(5) 444,800	333,600	940,900	698,700
Spring vetch	72,600	.....	390,000	19,800

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds not subject to the Federal Seed Act:

Bentgrass	29,400	14,700	136,500	40,100
Biennial white flowered sw. clover .....	.....	457,200	521,300	757,900
Biennial yellow- flowered sw. clover .....	.....	.....	38,200	24,400
Canary grass .....	.....	.....	.....	1,100
Carpet grass .....	.....	.....	11,200	.....
Crested dog's-tail ..	6,700	.....	34,500	.....
Chewings fescue ..	84,000	107,600	693,400	503,800
Other fescues	30,600	22,200	97,000	98,900
Lawn grass mix ..	.....	.....	.....	1,000
Annual meadow gr.	.....	.....	500	.....
Rhodes grass .....	.....	.....	10,000	.....
Rough-stalked meadow grass ..	21,700	9,400	44,300	26,000
Serradella .....	.....	.....	3,300	.....
Tall cat grass ..	.....	.....	1,000	.....
Tall paspalum	1,100	.....	1,100	.....
Velvet grass	5,200	2,300	5,200	2,300
Wood meadow grass	4,200	.....	4,700	.....
Yarrow .....	.....	.....	100	.....

(1) All from Canada. (2) All from France, except 10,900 pounds from England. (3) 887,100 pounds from Holland, 200,000 pounds from Japan, 33,100 pounds from Germany. (4) 77,600 pounds from Ireland, 45,800 pounds from New Zealand, 21,800 pounds from France, 50,000 pounds from Denmark. (5) 231,300 pounds from Hungary, 123,600 pounds from Germany, 87,600 pounds from Latvia, 2,300 pounds from Canada.

PROFITABLE LOAD

On September 21, Harold Tillett, a farmer living near Peru, Ind., drove up to town with a load of Clover seed. When he went home he left the seed but carried away with him \$1,580. The seed, produced on a 40-acre field, sold for \$15 a bushel.

WHAT WILL BE THE EFFECT OF THE SEED VERIFICATION PROGRAM?

By FRED KELLOGG*

Thirty years ago field and grass seeds were sold mostly upon their appearance. During the intervening years many changes have been made in the

*Excerpts of address delivered before the meeting of the Farm Seed Association of North America at Chicago.

methods of seed distribution. The early seed laws and the original import seed act completely altered the standards of quality. Appearance was no longer the principal measure of quality; information as to the purity of seed and its power to germinate became the yardsticks by which seed quality was largely determined.

Adaptability of Domestic Seed

Perhaps more attention has been given to the adaptability of domestic Alfalfa than Red Clover. In the northern tier of states, east of the Cascade Mountains, it has been definitely determined that Alfalfa originating in Arizona and New Mexico does not possess sufficient winter hardiness to withstand the severe northern winters. Alfalfa from South Dakota, Montana and Canada has proven better adapted to the climate of some states than that produced in Kansas, Utah, or Idaho. In some localities the origin of seed is not so important. However, in those states where the winters are severe, in order to insure best results, it has been determined that adapted seed can be used most profitably.

Demand For Known Origin

So in recent years a demand has been created for Red Clover and Alfalfa of known origin. It might be possible to indelibly mark the origin of Clover and Alfalfa from the several producing territories, as is done with imported seed, if there were enough colors available. But the leading industrial chemists have found the range of colors far too limited to make this possible. A simple and effective method has been devised to verify seed origin and this has recently been offered for the use of seedsmen desiring to avail themselves of its privileges. It is to be known as the "Verified Origin Seed Service" and is to be operated in co-operation with the United States Department of Agriculture.

Distributors of seeds desiring to avail themselves of the privileges the service affords, were recently invited by the Bureau of Agricultural Economics of the United States Department of Agriculture to make formal application for authority to issue verified origin seed certificates. The response from seedsmen both members and non-members of this association has been far greater than expected.

System is Simple

The system, as it has been laid out, is simple; it does not contemplate the physical inspection of the seed or official sealing under the supervision of any outside agency. It is based entirely upon a plan of supervised documentary evidence; the preservation of samples and a system of stock records designed to follow a given lot of seed from the place of its production to the place of its consumption.

It will afford an opportunity of determining upon an extensive scale and within a reasonable length of time the true value, in a given area, of domestic Red Clover, Alfalfa, and other forage seeds produced in the several sections of the United States. It will place responsibility where it rightfully belongs, for any fraud in respect to origin which may be perpetrated between the place of production and consumption.

Will Add to Cost

It will also add another burden to our costs of doing business. If we so elect, this added cost may be used to still further reduce our net profit. This service is being introduced primarily in the interest of agriculture. It is also expected the vendor of seed of verified origin will no longer be harassed by the troublesome competition of the price-cutting dealer who handles seed of unknown or untold origin. In any event, the added costs should be borne by those receiving the benefits of the service.

The verified origin service will eliminate a great

(Continued on Page 337)

Kewanee All Steel TRUCK LIFTS

A roller bearing lift that you can't wear out—the finest made—yet its cost installed is never more and usually less than for any other reliable device.

Kewanee Implement Company
KEWANEE, ILLINOIS



Sell Seed of known Quality

Alfalfa, sweet clover, timothy and other standard grasses and legumes.

BETTER SEEDS BETTER CROPS

ED. F. MANGELSDORF & BRO.
ST. LOUIS MO.

CARLOTS OR LESS

M Brand Seeds are selected for quality, tested for purity and germination, and of known origin.

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ROOM TARIFFS

Room without Bath—\$2.00 and up
Room with Bath—\$2.50 and up
Double Room with Bath—\$4.00 and up

MARBLE COFFEE SHOP

Table D'Hote LUNCH—\$1.25
DINNER—\$1.50
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All Grades and Grinds.
We specialize on Fine Ground for Poultry Mash.
Lamar Alfalfa Milling Co.
Lamar, Colorado

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GRAIN AND SEED DEALERS

Toledo, Ohio

Like Billy Sunday, we deal in both cash and futures, Toledo and Chicago
Born 1846 Read Our Boy Solomon

SEEDS BETTER SEEDS; BETTER CROPS
PRUNTY SEED & GRAIN CO.
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deal of unfair competition and will do much to elevate the business of seed distribution to a higher plane. Further than that, it will do more than any other single factor to direct seed demand into the channel of the regular seed trade rather than to other institutions.

No doubt the verified origin service will affect the seed trade most by bringing further complications into our business. During the past few years, in some of our principal seed distributing centers, common Alfalfa has been offered of seven or more separate origins and certified Grimm Alfalfa under at least as many headings. This has resulted from the seedsman's interpretation of the requirements of his customers. The verified origin service is likely to add as many headings for Red Clover and other leguminous seeds.

Obviously it is an economic waste to carry this classification of origin any further than may be actually demanded by agriculture. I believe this association should immediately appeal to the Federal and state agricultural authorities and to the American Society of Agronomy for assistance in accurately determining by extensive tests, as quickly as possible, territorial zones by which origins may be properly grouped. It has been found in other industries that business could be greatly simplified by reducing the number of sizes, or styles of merchandise or products. It is apparent a similar simplification in our industry would prove highly beneficial.

Protection as to Origin

Distributors of seed, and especially the members of the Farm Seed Association of North America, even though they do not elect to avail themselves of the privileges of the service should not oppose its use by others who elected to use it. A few years of actual operation will be required to demonstrate its value. Should it prove all that its proponents claim for it, we may finally expect it to come into universal use. But if there proves to be little demand for seed of verified origin, or if the plan proves unworkable, it will finally drop into the discard with the many innovations which have failed to prove their value.

In closing, may I suggest that this or any other system that will satisfy an agricultural demand and at the same time eliminate unfair competition; silence loose propaganda; direct seed demand into the channel of the regular seed trade and elevate business practices, should be of real interest to the progressive seedsmen?

SEED REPORT FROM MILWAUKEE

By C. O. SKINROOD

A rapidly advancing seed market which is more than likely to go quite a bit higher before the season is over, and a Red Clover crop of seed which is decidedly deficient, is the picture painted by the leading seedsmen of Milwaukee in their November report on the local situation.

The Red Clover seed crop is about 30 per cent less than the early estimates, according to the local handlers. The local seedsmen also state that the quality is also far below par in many cases. Large lots of seeds are highly blackened in cases where the straw laid on the fields for a long time in many heavy showers. The demand for Red Clover seed is reported as very good, with prices considerably below those of a year ago.

Timothy seed yields are reported by the Milwaukee seed dealers as exceptionally abundant, so that a large supply was expected to make very low prices. However, such a strong export demand has developed, the seedsmen declare, that all the surplus seed in the United States is being drained off. Prices have firmed up recently and the volume of foreign demand is making itself felt very decisively.

The Alsike yields of Wisconsin this year are reported by Milwaukee seedsmen as about the same as last year. The quality of this class of seeds is also exceptionally high with no damage from adverse weather.

The yield of Alfalfa, according to reports received in Milwaukee, was cut down considerably as compared with the early estimates. The weather was apparently not favorable to the production of Alfalfa seed especially in the northern district of the west, in Montana and the Dakotas from which sections Milwaukee likes to get its supplies of Alfalfa seed. Offerings of Alfalfa in the local market are small and the demand is only fair, partly due to the fact that the heavy buying in Alfalfa always comes later in the season. However, the market has firmed up a little in full sympathy with the general advance in the seed market.

The trade in White Clover seed is only nominal. However, the call for this seed is so negligible that little attention is paid to the market.

A genuine scarcity is likely to develop according to Milwaukee seedsmen in Sweet Clover as this is one of the most popular sellers in the seed line in recent years and the crop is reported to be cut down about 50 per cent.

Wisconsin will have very little first class seed corn this year, is the verdict of Milwaukee seed

handlers. The rank and file of farmers is believed to have saved very little corn, simply because the corn was not of such a character and maturity that it appeared to be worth while for seed. Most of the seed corn, it is predicted in Milwaukee is likely to come this season from Nebraska where there was an excellent crop of corn.

Another variety of seed which has had a sharp
(Continued on Page 338)

Miscellaneous Notices

HAY WANTED

Get full market value for your hay and straw. Ship to JOHN DEVLIN HAY CO., INC., 192 N. Clark St., Chicago, Ill. ALFALFA HAY for sale. Write for delivered prices.

FLOUR MILLS — FEED MILLS

Turn mill failures into successes. Turn unprofitable flour mills into successful feed mills. Get my inspection for success. I flow, plan, inspect, appraise, test, remodel and build flour and feed mills. Finest references. Prices reasonable. Consult me now. Get my books from the AMERICAN GRAIN TRADE, C. E. OLIVER, E. M. & M. E., Warsaw, Ind.

For Sale

ELEVATORS AND MILLS

MILLING PLANT For Sale

Located in large city in eastern U. S. Has Nordyke & Marmon Co. machinery and equipment thruout, for milling corn, cornmeal, corn and oat chop and all kinds of meal and special mixed feeds; also does jobbing business in flour, hay, fruits and produce. Has N. Y. Central R. R. siding; also agreement for loading onto cars of all other railroads. Plant comprises 4 concrete bins (with 50,000 bu. capacity), 5-story concrete corn and feed mill and mixing plant, 2-story concrete warehouse—all fireproof and all erected new in 1922. Also 2-story brick warehouse and large adjoining vacant lot. Title to all properties is in fee simple. Sales near \$1,000,000 a year since 1922. Purchase price can be financed. Complete details and sale price to interested and responsible parties. Write F. J. ALBERT, Exclusive Broker, Suite 1504 New Buckeye Building, 42 E. Gay St., Columbus, Ohio.

FOR SALE IN KENTUCKY

Large modern feed plant, five-story and basement, brick and concrete mill building and 125,000-bushel concrete elevator adjoining, also other warehouses. Complete plant; splendid location; advantageous transit and reshipping privileges. Best of reasons for selling. BLUE GRASS-ELMENDORF GRAIN CORP., Lexington, Ky.

FOR SALE IN WISCONSIN

Modern fireproof grain elevator, feed, flour and fuel business. Good going business. Also modern home. Part cash, balance easy terms. Or will sell home and lease elevator with option to buy. Wonderfully equipped plant; rich dairy section. A rare business opportunity. B. C. CLEMENT, Elmwood, Wis.

ELEVATOR FOR SALE TO SETTLE ESTATE

Clausen Elevator Company, Clear Lake, Iowa. Grain, feed and coal business. Fully equipped and in first-class condition. Electric power, attrition mill, 16 coal bins, flour, feed and seed warehouses. Exceptionally good trackage on C. M. & St. P. Business flourishing with large territory and patronage. Under one management since 1882.

MACHINERY

FOR SALE

Pulleys, 1,000; all sizes, solid cast iron, wood and steel split. Elevator belts and buckets and supplies. STANDARD MILL SUPPLY COMPANY, 501 Waldheim Building, Kansas City, Mo.

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Robbin & Meyers 20-h.p. motor, 3-phase, 220-volt. 60-cycle, 1150-r. p. m. Outfit complete, with Westinghouse starter, fuse boxes and meter. Priced right. W. A. LINKHART, Sabina, Ohio.

TRACK SCALE FOR SALE

1 Type S-56, 100-ton capacity Fairbanks-Morse, modern type; practically new. TRACK SCALE, Box 9, care AMERICAN ELEVATOR AND GRAIN TRADE, 431 S. Dearborn St. Dearborn St., Chicago, Ill.

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One 24-inch Drednaught Single Head Attrition Feed Grinder, in good condition. Also a few pulleys and two small stands of elevator belt and buckets. LAPEL LUMBER & GRAIN CO., Lapel, Ind.

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FOR SALE

New crop Timothy and Clover Seeds. Very attractive prices. Sample on request. QUINCY SEED COMPANY, Quincy, Ill.

FOR SALE

White Blossom and Grundy County Sweet Clover. Bag lots or carloads. Various grades. Prices very attractive. FARGO SEED HOUSE, Fargo, N. D.

Land Opportunities

FARMS

All sizes, for city properties. All kinds of exchanges, any location. H. A. STAUFFER, Lafayette, Ind.

FOR SALE IN SOUTH CAROLINA

Write us about cheap, good farming lands in Piedmont section of South Carolina. McNALLY REALTY CO., Union, S. C.

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Four hundred acres rich, level stock farm; 250 improved, balance timber and pasture; house, barn, woven wire fenced. Will accept some property as part pay. B. E. MOSES, Cypress, Ill.

advance is that of Sudan Grass. Milwaukee handlers declare that the yields of Sudan Grass seed were very large, but as there was no carryover from last year, the supply is deficient in the aggregate despite the liberal yields.

A large number of the farmers of Walworth County are putting up signs on their farms indicating that they have pure bred seeds for sale. Prof. R. A. Moore, seed specialist at Madison, says this is an excellent move as it will aid materially in local distribution and let all the farmers know in any one neighborhood just who has choice seeds for sale. Prof. Moore recommends this setting up of signs of seed offerings to other communities.

One grower of Red Clover near Elkhorn, Wis. limed only one half of his Clover field. He reported that the limed Clover grew much more luxuriantly and there were practically no bare spots in the field, whereas the unlimed field had plenty of bare spots and there was much more frequent outcropping of Timothy in these uncovered spots.

This farmer uses two tons of lime phosphates to the acre. He also has Alfalfa fields which are limed three years and are still showing almost perfect stands. So fine has been the results in liming that this farmer will lime his Clover and Alfalfa yields every year. Even barley was found to respond splendidly to the liming process.

CANADA AMENDS RULES

For some time southern grown Alfalfa seed has been coming into Canada and has proved to be unsatisfactory for growing there. Agriculturists fear that it might cross-fertilize with Canadian Alfalfa varieties and destroy their winterhardy qualities. Therefore an amendment has been made to the regulations under the Seeds Act to prohibit the importation into Canada of Alfalfa seed, or any mixture of seed containing 10 per cent or more of Alfalfa seed unless 10 per cent of the seed in each container is colored red.

The United States Department of Agriculture will provide a certificate showing the state of origin of their Alfalfa seed.

Ruth Evans is again with the Whitney-Eckstein Seed Company of Buffalo, N. Y., as analyst.

A retail department was opened at New York City by the Stumpp & Walter Company, who handle a wholesale field seed business.

Capitalized at \$10,000, the Farmers Feed & Seed Company has been formed at Ridgeland, Wis. W. F. Grover, J. C. Lentz and L. H. Baland are interested.

To deal in all kinds of seed, the Kilgore Seed Company has been incorporated at Jacksonville, Fla. W. H. Reynolds, Francis Couillard, M. F. Braguiner are on the Board of Directors.

Everett Whitehead and Harry Clipperton have leased a building at Sherburn, Minn., and have

remodeled it for a seed house. They are building corn drying racks and will use furnace heat for drying.

The J. C. New Store at Ludlow, Ill., has been bought by the Seed Corn Association and will be used for testing seed corn, etc.

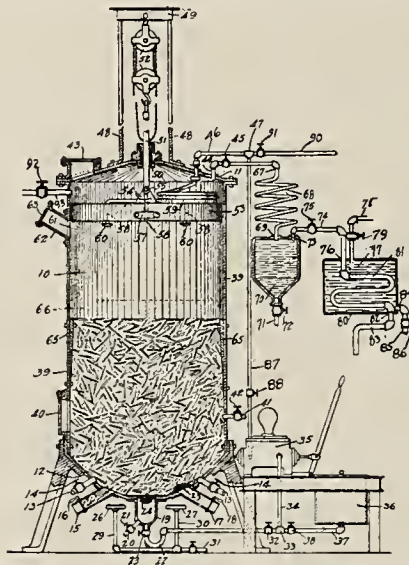
The Sisseton Seed Company has started operations at Sisseton, S. D., and is located in the old flour mill which it has leased. It will gather and prepare seed corn for next season.

GRAIN TRADE PATENTS

Bearing Date of September 6, 1927

Apparatus for producing livestock feeds.—Charles R. Mabee, Buffalo, N. Y., assignor to Mabee Patents Corporation, Dover, Del., a corporation of Delaware. Filed January 14, 1921. No. 1,641,340. See cut.

Claim: Apparatus for the preparation of feeding materials including, in combination, a vertical container substantially closed at both its ends means adjacent the top of the container to permit the intro-



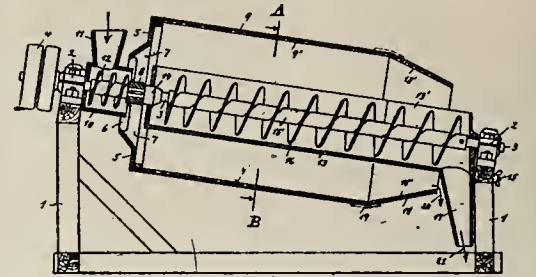
duction therein of materials for treatment, means adjacent the bottom of the container to permit the withdrawal of materials therefrom, said container being formed with an opening in the top thereof to permit the introduction therein of a liquid treating medium, a compression plunger disposed across said container means carried by said plunger for spraying the treated medium upon materials in said container, and a flexible connection between said opening and said sprayer.

Bearing Date of September 13, 1927

Grain separator.—Fritz Bunse, Hesperinghausen, near Niedermarsberg, Germany. Filed August 26, 1926. No. 1,642,331. See cut.

Claim: A grain separator comprising in combination a rotatable cylindrical drum having recesses in its inner surface for receiving the grains and an ex-

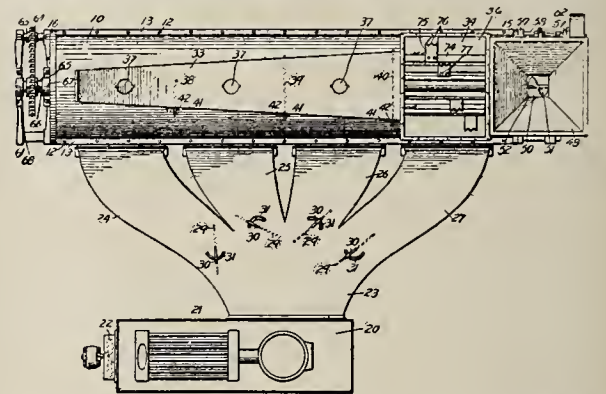
tension at the delivery end of the drum also having recesses on its inner surface which extension de-



creases in diameter to the delivery end thereof, as and for the purpose set forth.

Apparatus for drying hay or other products.—Compton J. Tucker, Lees Summit, and Lionel J. Chapman, Kansas City, Mo. Filed July 13, 1926. No. 1,642,469. See cut.

Claim: A drier of the character described comprising an elongated body portion, means for feeding hay into one end of said body portion, a discharge outlet at the other end of said body portion, spaced inlets for heating medium opening into said body portion, an



outlet for said heating medium, agitating means in said body portion conveying the hay toward said discharge outlet, said outlet including a passage serving all of said inlets and having an outlet arranged adjacent the end of the body portion at which the hay is fed to said body portion, and means in said outlet passage for interrupting flow of air therethrough.

HARRIS F. Morris, grain dealer of Westbrook, Maine, has filed a voluntary petition in bankruptcy. His liabilities are \$20,350 and assets, \$13,745.

M. E. McCrabb has been made receiver for Liberty Lumber Company, a farmers' company handling grain, lumber, machinery, coal, feed, etc., at Kinross, Iowa.

A PETITION in bankruptcy has been filed by Dunbar Grain Company of Dunbar, Neb. The liabilities of the firm are \$28,153 and assets, \$24,286.

GARNET WHEAT production in Canada in 1927 is estimated at 10,000,000 bushels, compared with 400,000 bushels in 1926.

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Hannon, Harry J., grain and feed.
Leeson Grain Co., grain merchants, consignments.*
McConnell Grain Corporation, commission and brokerage.*
McKillen, Inc., J. G., receiver.*
Seymour-Wood Grain Co., consignments.*

CEDAR RAPIDS, IOWA

Wilder-Murrel Grain Co., wholesale, grain, seeds, feeds.*

CHICAGO, ILL.

Bailey & Co., E. W., commission merchants.*
Brennan & Co., John E., commission merchants.*
Bridge & Leonard, hay, grain.*†
Clement, Curtis & Co., commission merchants.*
Dole & Co., J. H., commission merchants.*
Hoit & Co., Lowell, com. grain, seeds.
Hulbard, Warren & Chandler, grain, bonds, stocks, cotton.*
Lamson Bros. & Co., commission merchants.*
McKenna & Dickey, com. merchants.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain commission.
Pope & Eckhardt Co., grain and seeds.*
Quaker Oats Co., wheat, corn, oats, barley, rye.
Rosenbaum Grain Corporation, grain merchants.
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*

CINCINNATI, OHIO.

Early & Daniel Co., hay, grain, feed.*†
Scholl Grain Co., grain exclusively.

CLEVELAND, OHIO

Cleveland Grain & Milling Co., receivers and shippers.*†
Shepard, Clark & Co., receivers, shippers, grain, millfeed, buckwheat.*

*Members Grain Dealers' National Association.
†Members National Hay Association.

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*†

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DES MOINES, IOWA

Lockwood, Lee, grain brokerage.*

DULUTH, MINN.

White Grain Co., grain and hay.*†

GREENVILLE, OHIO.

Grubbs Grain Co., E. A., wholesale grain, wheat, corn, oats.*

INDIANAPOLIS, IND.

Bingham Grain Co., receivers and shippers.*
Cleveland Grain & Milling Co., grain dealers.*
Kinney, H. E., Grain Co., grain, hay, feed.*†

KANSAS CITY, MO.

Moore-Seaver Grain Co., corn and oats.*

LITTLE ROCK, ARK.

Farmer Company, E. L., grain and feed brokers.*

MILWAUKEE, WIS.

Kamm Co., P. C., grain merchants.*

MINNEAPOLIS, MINN.

Cereal Grading Co., grain merchants.*
Cargill Elevator Company, milling wheat.*
Mitchell Company, W. C., com. merchants.

NASHVILLE, TENN.

Rose & Co., G. P., seeds and grain.

OMAHA, NEB.

Taylor Grain Co., cash grain brokers and commission merchants.*
Updike Grain Co., receivers and shippers.*
Trans-Mississippi Grain Co., grain merchants.*
Butler-Welsh Grain Co., grain commission merchants.*
Omaha Elevator Co., receivers and shippers of grain.*

*Members National Hay Association.

PEORIA, ILL.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Miles, P. B. & C. C., grain commission.*†
Mueller Grain Co., receivers and shippers.*

PHILADELPHIA, PA.

Rodgers, James J., flour, feed, grain.*

PITTSBURGH, PA.

Harper Grain Co., grain commission.
McCague, R. S., grain and hay.*†

ST. LOUIS, MO.

Martin Grain Co., rec. exclusively.*†
Hall Grain Co., Marshall, grain commission.*
Mangelsdorf & Bro., Ed. F., seeds.
Knowlton Grain Co., grain, hay, seeds.*†
Nanson Commission Co., receivers, shippers.*†
Picker & Beardsley Com. Co., grain, hay.*†
Prunty, Chas. E., grain and seeds.
Toberman Grain Co., grain, hay, seeds.*†

SIDNEY, OHIO

Custenborder & Co., E. T., carlot grain.*
Wells Co., J. E., wholesale grain, seeds.*

TIFFIN, OHIO

Sneath-Cunningham Co., grain and seeds.

TOLEDO, OHIO

De Vore & Co., H. W., grain, seeds.*
King & Co., C. A., grain and seeds.*†
Southworth & Co., grain and seeds.*†
Wickenhiser & Co., John, grain dealers.*
Zahm & Co., J. F., grain and seeds.*

WINCHESTER, IND.

Goodrich Bros., wholesale grain, seeds, hay.*†

WOOSTER, OHIO

The Milling & Grain Co., grain dealers, operating 11 elevators.*

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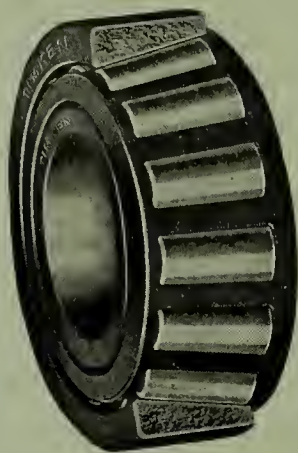
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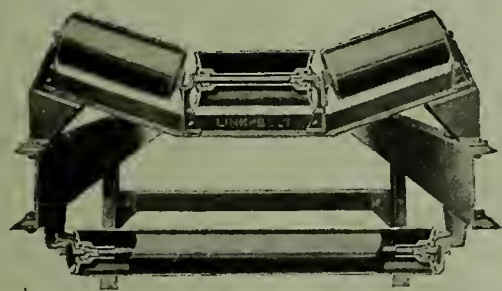
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NEVER in the history of Belt Conveyor construction has there been so strong an endorsement of Timken Tapered Roller Bearings. Years of experience under every condition of hard service have satisfied Link-Belt Company that no other type of bearing is sturdy and rigid enough for this extremely hard service.

THE TIMKEN ROLLER BEARING
COMPANY, CANTON, OHIO



JUST as any structure to be secure must rest upon a firm base, so a successful conveyor idler must be built upon a substantial bearing. The efficiency of the idler, more than any other one thing, determines the service given by the conveyor. For this reason we use the best bearing for a belt conveyor idler—namely, Timken Tapered Roller Bearings.

The durability of Timken Bearings has been thoroughly proved in many fields, notably the automobile industry. In automobile front wheels, these bearings operate under similar conditions but more severe than that which is imposed upon bearings mounted in belt conveyor idlers. We use as large bearings as are found in many automobile front wheels, yet the diameter of idler rolls (and consequent shock in belt conveyor service) is very much less than that of the automobile wheels.

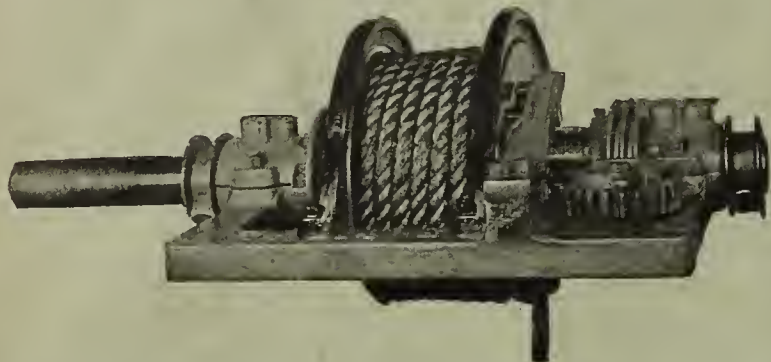
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LINK-BELT
67

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